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OCTOBER 1966

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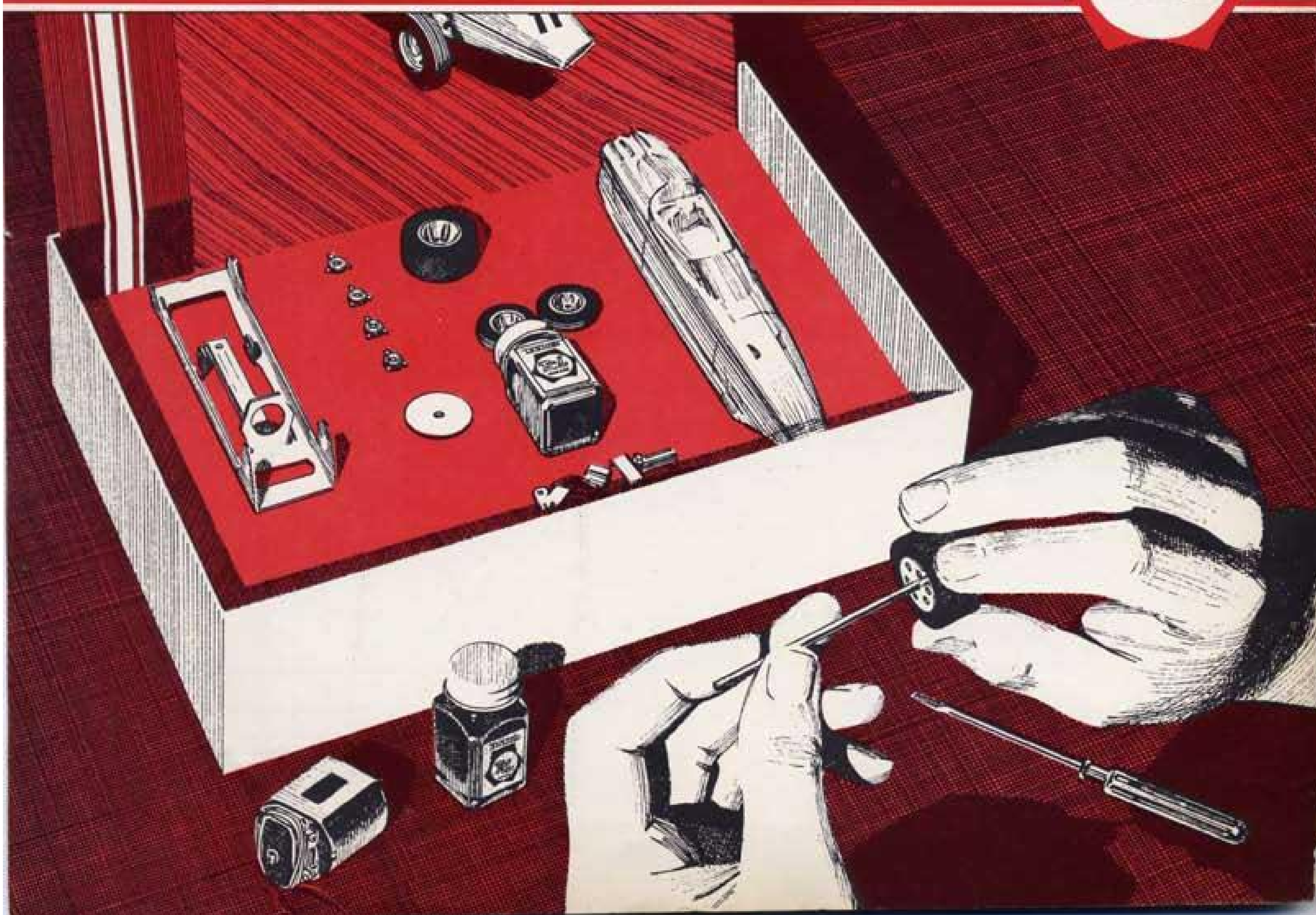
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Jim Bambrick
EDITOR

Bob Hoeppner
Raymond E. Hoy
George Siposs
EDITORIAL CONTRIBUTORS

James M. Grey
C. Richard Grey
ART DIRECTOR

Anko Jansen
ART ASSOCIATE

Jim Miller
EDITORIAL DIRECTOR

Marvin Patchen
ADVERTISING DIRECTOR

George Elliott
ADVERTISING MANAGER

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Box 733
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Marvin Patchen
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Los Angeles, California 90049
EDgewood 2-0186 Area Code 213

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The Slot World as seen from the outside.

ON THE COVER — The most asked question on the scale speed scene is "What's Fast?" In fact, it also happens to be the question with the greatest number of believable answers. Just about everybody has some favorite formula that's guaranteed for pure go. One favorite is the Tube Chassis, this month's MCS Special feature.



DYNAMIC NEWS

THE WORD FROM DYNAMIC MODELS . . . WORLD LEADER IN MODEL RACE CAR ACCESSORIES

Vol. 2, No. 10 — OCTOBER, 1966

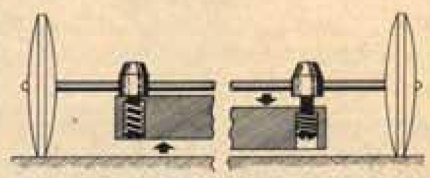
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Now, you can have all the advantages of true front and rear chassis suspension that guarantees terrific track performance. It's simple . . . it's durable . . . it is completely interchangeable with all other DynaMite chassis components.

This is the best value in kits ever. Over $16.00 worth of parts, **including the DynaFlex chassis;** the large Mabuchi motor (In-line); an injection (cycolac) moulded true scale Hussein body; die-cast detailed wheels; hinge-tongue; trued (and glued) tires; precision ground axles; knock-off nuts (and wrench), all in a beautiful full-color display box. **Check these big plus values . . .**

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b. It has full detail, injection moulded, scale body with all chrome parts, driver and decals. The most particular modeler will appreciate these features.
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d. It is backed by the best name in model car racing—DYNAMIC!!

DON'T MISS SEEING THE DYNAMIC DUO . . . The Great New "Outlaw" Ready-To-Run Cars—"The Bandit" and "The Renegade."!!

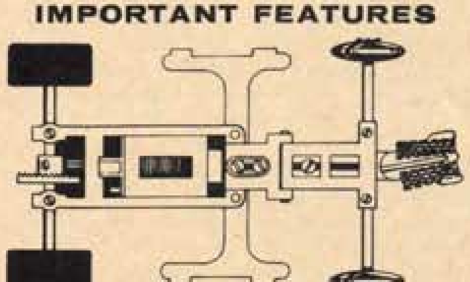
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- Long Life Brass Pinion Gear
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- Track Hugging Hinged Tongue
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- Precision Ground Axles
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MODEL MAIL*

WHERE TO FIND THEM

I'm a newcomer to slot racing. Where can I find buildings, grass, trees, and other scenery building items for my 1/32 scale track? There seems to be a lack of this material, if my observations are correct. I would think more enthusiasts would take the time to finish their tracks the right way!

Gary Palmer
(No address)

Most dealers do not stock the items you requested, for some reason, Gary. Your best bet is to send a long, self-addressed stamped envelope, to one of the mail order houses. They normally carry a complete line of scenery building materials.

THANKS, MR. MANUFACTURER!

Recently I had occasion to write to Russkit concerning replacement of a magnet retainer spring for the magnets in their Russkit 33 motor, which I had LOST while removing the magnets to tape them, in order to bring the magnets closer to the armature. This was strictly a result of my own stupidity, and certainly no fault of Russkit. I offered to buy three or four of them for my present and future needs, and made a few other comments about some of my ideas concerning slot racing in general, and their products in particular. Within a week (mail from Baltimore to Los Angeles and return) I had a very nice letter from Russkit's chief Engineer, along with the things I needed, at NO CHARGE, along with their beautiful 1966 catalog, which is a real eye-opener. They really have some nice items, and seem to be going overboard in their efforts to create good will and be of service to the slot racing fraternity.

What this hobby needs is more manufacturers like Russkit, who are just as interested in giving the hobbyist the most for his dollar as they are in making a dollar for themselves.

Homer M. Brown
Lutherville, Maryland

Although we normally don't run unsolicited testimonial-type letters, Homer, unless they're just packed with all kinds of praise for MCS (after all, if you don't tootle your own horn!), we're printing your's. First, to help you say thanks to some nice guys; and second, because we think Russkit and all the companies deserve an occasional rose thrown their way, instead of the usual smack in the chops they get from the hard-to-keep-happy model-building public. It makes 'em feel like it's allworthwhile.

FRICTION TOY TO SLOT CAR?

I've been looking around for different static model cars to motorize and wonder if you could, without too much difficulty, convert a Hubley metal car or an 88¢ friction powered toy car made of light metal, into a slot car. If so, could you give me a few suggestions on how to go about it? Thank you.

Richard Boyde
Tacoma, Wash.

It can be done, Dick, but frankly it hardly seems worthwhile. You'd be carrying quite a bit of unneeded weight around, and weight is the worst enemy of performance. If you really are bent on doing this, however, all you have to do is adjust a suitable chassis so the wheels fit inside the wheel wells of the body, and set the wheelbase to size. Then use a body mount such as International puts out (usually for clear plastic body mountings), drill small matching holes through the sides of the car, and mount the body to the body mount bracket with self-tapping screws. It would be simple, but as we said, we doubt if it's worth it.

6 VOLTS ON A 14 VOLT PACK

I have built an Atlas 1/32 slot car. It runs very slowly on my track. Is there a way to hop up the motor? Is there a 12 volt motor that will fit this chassis? I have a 14 volt power pack, and the motor is a 6 volter.

My next question is; Can I run two cars in one slot if I buy another power pack? Is there a simpler way?

Dennis Russell
Jamaica, N.Y.

To answer your first question, Denny, we doubt if it is the car that is causing your trouble. If you are using a 14 volt power pack, it is probably on H.O. unit, which means it is very low on amperage, but high on voltage. That 6 volt motor wants to draw a lot of current, and it's just not available. A 12 volt car battery would make a perfect power pack, and inexpensive too, as you can buy used ones from your local gas station usually very cheap.

No, two cars can't run in the same slot without expensive and complicated modifications.

WILD OR MILD?

I have just recently bought the '65 Indy Lotus-Ford (1/25 scale) and I'm wondering just what I should do to it in order to make it a winner in your model car contest. Should I go wild (chop, section, channel) or mild on this beautiful car?

Guy Jorcyk
Newtown, Pa.

Go mild. Just try a really careful, clean job of model building, Guy. The

'65 Lotus-Ford is a great looking machine, and it would look better stock, than completely "way out", in our opinion.

WHERE TO BUY H.O. "SUPER SLICKS"?

I recently saw your article on Super Slicks for H.O. It was a great article, but it left out one important fact — where can I obtain them?

Jim Axelson
Birmingham, Mich.

If you can't buy them in your local shop, then the owner just isn't with it. What you want is AJ's HO Speed Kit. All of the mail order companies (Auto World, AHC, Western Hobbies, etc.) carry it; or you can write to manufacturer direct: Twinn-K, Inc., R.R. 2, Box 6, Indianapolis, Indiana 46231.

TO "RE-ZAP" OR NOT TO "RE-ZAP"

In your recent article "Kicking the Can" you described three ways to modify Mabuchi can motors. The number two method indicated that re-magnetizing is necessary, yet the number three method says that Mabuchi motors do not require re-magnetizing! How do I determine if re-magnetizing is necessary and when it is not? Is there any home device I can use to do my own re-magnetizing?

Marc Arlen
Bayside, N.Y.

The fact is, Marc, that even the experts disagree on remagnetizing for "can" motors! However, generally we would agree that remagnetizing is not necessary for Mabuchis. If you worry at lot, buy Monogram's $3.00 "Motor Magnameter". This compact little device tells you exactly when your motor is in a weakened condition. Also, there is a new inexpensive home device ($5.98) that you can use to remagnetize. It's available from La Ganke Racing Products, 13205 Shaw Ave., East Cleveland, Ohio 44112.

SEEMS TO US WE'VE HEARD THIS BEFORE!

I have a few questions. What is the best motor on the market? What are the best slicks to use? Are silver brushes any good? Last but not least, which is better, an inline or a sidewinder motor?

Joseph Bollus
Worcester, Mass.

Tell ya Joe, you're asking a few pretty wicked questions! Unfortunately, nobody knows the answers that you want! It all depends under what conditions you intend to race! In many cases a medium-size Mabuchi would be just the "ticket" for a certain road course, yet on a track of a different size and shape, a big Pittman sidewinder would be just right. The same goes for slicks. On tracks with a super-slippery surface, Silicons

Continued on next page

might be in order, on a rough track, spongies.

Of all your questions, however, we can help you the most with your silver brushes. Yes, they are very good because silver is an excellent conductor. Also, at the present time there is a definite trend toward in-line motors. The medium-size Mabuchi is presently "king" on the fast California tracks. The era of the "Screaming Cans" is really here!

MODEL CONTEST

Does your model contest have any connection with the one by Auto World, or the ones in the cities? If I send in a photo of my model, does it only count for one monthly contest? If I win do I get to enter a big contest for say, the model of the year? Can a crazy model like "Super Fuzz" by Monogram, be entered? If so, can it be in color? There is nothing in this model unless you have a good colorful paint job, and I have!

"Z.B." Foster
West Monroe, La.

Our monthly contest has no connection with any other contest, "ZB". The contest is good only for one month, so if you don't win you can assume there were more cars that month that were just a trifle bit sharper than yours. But try again!

You'd be at a disadvantage in going strictly for a wild paint job with a model like "Super Fuzz" because our contest can only use black and white photos!

Here's how to enter. Send a sharp black and white photo (any size,) of your car, to "Model Car Contest, Delta Magazines, 171 Barrington Place, West Los Angeles 49, Calif. 90049". No color please! A short description of what you have done to your car should be included, plus your name and full address.

BALL BEARINGS REALLY HELP?

In your May isue you tell how to hop up the stock Challenger motor, in the Ferrari article. Can I put International ball bearings in the stock or Super Challenger motor? The bearings measure 3/32" inside diameter, by 3/16" outside diameter, flanged. Exactly what do ball bearings do for your motor?

Richard Hoffman
Mt. Clemans, Mich.

Your ball bearings will fit, Dick. Use a bit of Loctite to secure them in place. Use it sparingly and be certain none gets in the races or any moving parts of the bearing. Ball bearings greatly reduce rotating friction (from 5 to 15% improvement) in the motor. Better yet, they practically eliminate any alignment problems, which in turn results in higher r.p.m.

Ready to Race — Ready to Assemble — Both Ready to Win!



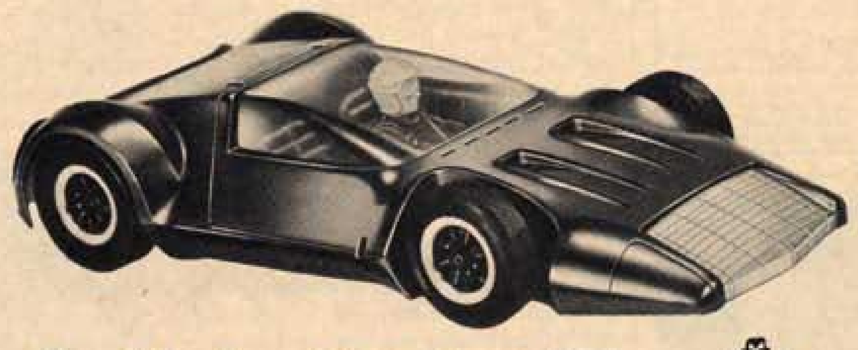
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Speed and Performance Competitor in the Best Sports / Racing Car Design

An outstanding example of a new breed of sports-racing cars and this new sidewinder model has caught all of its fascinating features and has all the speed today's fast slot racing demands.

Low in weight. High in sturdiness and rigidity. Powerful too, with its 8 volt Tiger Super X-220S sidewinder motor mounted in a one piece brass frame with alignment adjustable brass pinion and nylatron spur gear and 4 low-friction wheel bearings. Tiger Traction tires and sponge slicks. Weighted swing pickup. One piece molded high-impact body with plated parts looks great and can take plenty of punishment. Clear windshield, driver and authentic decals. A beautiful sports-racer that goes as pretty as it looks.

1/24 Scale • Kit SR2418 • $9



VAMPIRE



Instant Racing — Finished Car — Ready to Run — Definitely "Out for Blood"

Watch the Vampire get its teeth into the business of winning. This new Ready-to-Run sidewinder sensation is pre-tuned and track-tested. New futuristic low-profile aero dynamic design ups the speed.

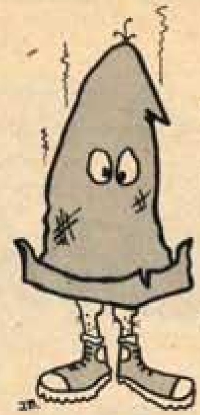
It's classy too, with painted vac-formed body in metallic Vampire blood (gulp) red or moonglow yellow. Clear windscreen roof covers interior-detailed cockpit and driver.

The Vampire sports a new lightweight one piece frame of hardened aluminum with low, low center of gravity, weighted swing pickup, 4 nylatron wheel bearings, nylatron spur gear, factory-trued tires and sponge slicks bonded to precision aluminum wheels. New high rpm Tiger Super X-220S sidewinder motor puts the "bite" on competition as the Vampire goes "out for blood."

1/24 Scale • Car SR2473 • $12

Monogram
model racing

MONOGRAM MODELS, INC • MORTON GROVE, ILLINOIS



THE WORD from the PIT

By SPEEDY GONZALES
(Fastest Thumb in the West)

If your slot racing has been suffering from money deficiency anemia, help is at hand! I've whipped up a little jewel, called the "Speedy Special", to prove that a good, fast, inexpensive slot car can be built.

The price of slotting is getting out of hand. My peso pocket is flatter than a frog on the Los Angeles Freeway! So enough already. Carumba, how about the poor guys who can't afford all of this jazz? These guys are my kind of people, and ol' Speed-O won't let them down.

Slot racing can be enjoyed to the fullest extent without laying out a wad of pesos, and that's the truth. The car I have put together is mainly for 1/32 home tracks, but a 1/24 version could be built for nearly the same money. This car is absolutely smooth and fast on a track such as a Strombecker, Revell, or Monogram home set. Let's face it, a lot of people race on sets such as these, and up to now they've been pretty well ignored! Rally behind Speedy, guys!

I'd appreciate letters if you like the idea, and want to see the car that I've built. I'll be glad to do it up in an article for you in the future.

Fantastico! The new items that keep appearing! Check out the "Mini-Vac" by Catalina Engineers! This super vacuum-forming machine sells for $21.95, which might bend you a bit, but you can probably make some of the jack back by building bodies for your neighborhood cronies. You can turn out fabulous looking cars with this gadget, in all scales.

LaGanke's rewinding machine is the most useful tool you could ask for, for just $5.98. It winds armatures perfectly — much better than you can do by hand.

You'll cry for thirty minutes when you see Monogram's amazing 1/24 scale Bugatti shelf model! Such detail! $3.00 will get you this Type 358 G.P. machine. It *can* be motorized, but it looks great over the fireplace!

Dynamic has released the greatest 1/24 chassis I've ever seen — their "DynaFlex" chassis, which sells for just $2.98. Hoy dubbed this the "Springy Thingie" and he has a test of it in MC&T. It's the simplest suspension system I've ever seen, and it works! Lap times have been shattered from one end of the country to the other, during tests. Bent axles are a thing of the past, as that resilient suspension just soaks up the shock when the car hits the floor.

There is a trend toward inlines, have you noticed? The middle-size Mabuchi motors have really got the big-bore boys in a "flap"! This size "can" really turns into a twister with the right modifications. The Russkit Team started the ball rolling with diaplanes, spoilers, and vents on bodies that covered simple lightweight tube frames and screaming middle-size can motors. These cars have been unbeatable, and the only conclusion you can draw is that the big motored jobs just aren't necessary anymore! The object is to turn a fast lap, and that is the combination, at least at the present, that seems most capable of doing so.

Monogram has finally eliminated the common complaint that most model builders voice when discussing clear plastic body mounting — those unsightly screw heads. Their latest machine, the "Vampire" ready-to-run in 1/24 scale, features body mount screws under the chassis. Great news, and a "first" in the industry. Their 1/24 scale Indy Lotus Ford and McLaren-Elva are simply staggering when it comes to authenticity. Marvelous machinery, for $9.00 each! You guys at Morton Grove win this month's "Good Guy Award" from old Speedy.

Bless people like Cox, who put out such creations as their Dino 206/SP Spyder and 166/P Berlinetta GT for just $10.98. Two bodies in one kit, and detailing that is out of this world. Who needs the "thingies" when you can buy cars like these?

Keep an eye out for the new Rayline "Enthusiast's Series" of "how to" books. They'll cover everything from track building and designing, to rewinding motors. These books will fill a void that really need filling, and should get many people started in this great sport of slot racing.

Now if you don't mind, I'll just curl up in my sloppy serape and snooze until next month. Adios amigos!

MODELERS' QUESTION SESSION

By Don Emmons

Q I have been reading your magazine for some time now and enjoy it. My question is — how much does Aurora's American La France 900 fire engine sell for?

JASON LEVINE
Kansas City, Mo.

A *Aurora's fire truck sells for $2.98 and is available at most hobby shops. This kit's a must for anyone who really appreciates big rigs and fire equipment.*

Q I really dig balsa work and I'm in a rut about bending it! Can you offer advice towards my problem?

Keep up the good work in MCS.

JOE KEALE
Mamaroneck, NY

A *Bending balsa wood is not a problem at all if the strips are first soaked in hot water. The best way to get the desired shape is to place the wet strip onto your pattern and pin it down. By pinning it, I mean to start at one end of the strip and place pins on each side of the strip. Use enough pins to hold the shape until the wood has dried out. I have used this method many times with much success.*

Q In the June issue you had a story on the "Little Red Wagon." Well since then, I've been knocking myself out trying to find the IMC version of the model. Do you know where I could get one by mail?

TOM BURKE
Fall River, Mass.

A *Getting your hands on the Little Red Wagon Kit should not be difficult as it is quite new and should be available to all hobby shops now. You can order it from Auto World, 121 Jefferson Ave., Scranton, Pa. 18503.*

Another source — possibly: check with your local Dodge agency. Agencies in this area have gotten the "LRW" kit through Chrysler Corp. as a promotional item and also have the MPC Dodge Charger.

Q Do you know if there is a kit of a '65 or '66 Dodge Dart? I want to build a model like the Don Garlits wild Dart drag machine. Could you tell me which company has this kit and how much it will cost. How about an article now and then on building a funny car or something wild for the drags?

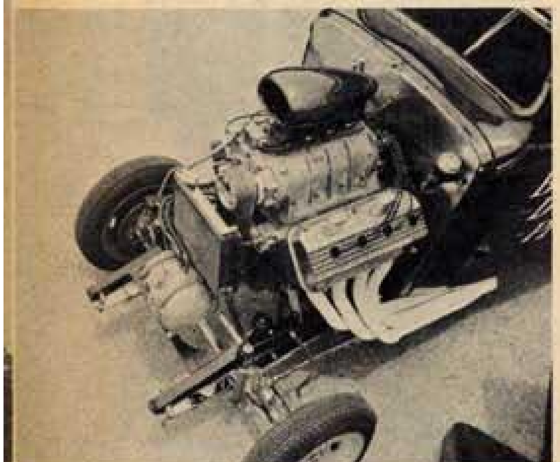
GARY DAVIS
Long Beach, Calif.

A *Gary, you are out of luck on the Dart kit. There are none on the market at all. But concerning the drag car articles, I am working on a couple now and they will appear in some of the upcoming issues of MCS. One will be a wild truck and the other a funny car. Stay with us!*

Q I have a problem. I want to enter a car in your model contest and I want to wire the engine but don't know where to put the wires. It's a blown Chrysler. Can you help me? I enjoy your magazine very much.

MIKE MURRAY
Des Moines, Iowa

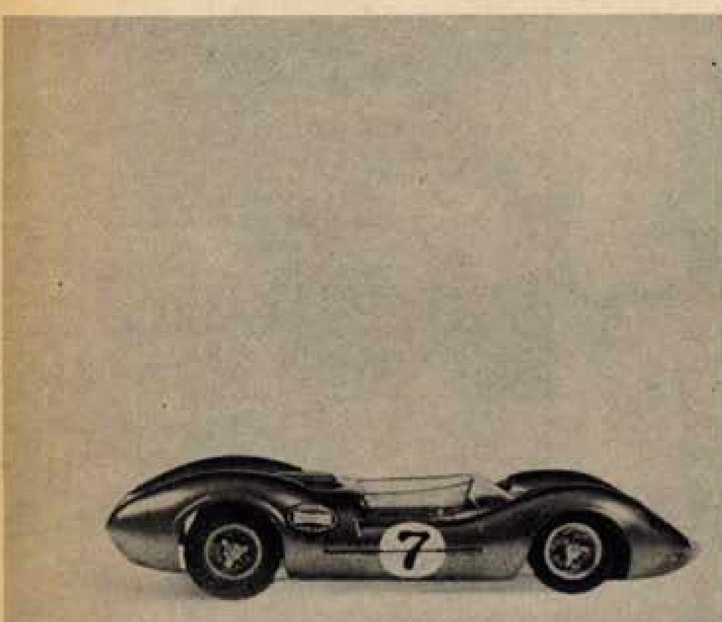
A *It's difficult to tell you exactly how to set up your engine without knowing the type of car you are building, but, since it's a blown Chrysler, I imagine it would be a dragster or strictly a drag strip machine. Let's start at the front of your car and work back. You should have a Moon-type tank up front with heavy duty sewing thread for fuel lines that run back to the fuel pump. The fuel pump will either be mounted on the front of the engine at the crank shaft, or to the side of the front and driven by a belt. From the pump, one line will go up to the fuel block. Then lines will go from the block to the injectors (depending on the type used). For the spark plug wires, use regular sewing thread that has been pulled through a piece of wax to eliminate the fuzziness (this also gives the thread some gloss). Cut 8 pieces of thread about 1-1/2 inches long, depending on the length it takes to get to all the spark plugs. Glue one end of each thread to the distributor cap and let this set up completely. Now glue this unit to the engine and allow sufficient drying time.*

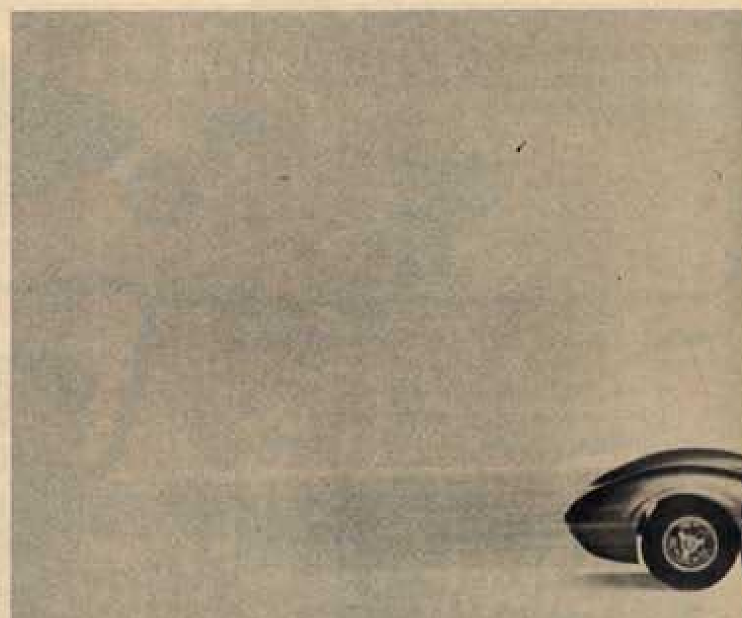


Use a pair of tweezers to bring a thread over to one of the holes in the valve cover and measure the length needed allowing a little to go inside the hole. After the thread is cut to length, place a very small amount of glue to the end and put inside the hole. Now do the other seven in a like manner. I know this sounds hard, but it's really quite simple once you get used to doing it this way. We're including a photo of a blown Chrysler engine in a '33 Willys which may help.

Study the photo and if you need more info, you can look through magazines for a Chrysler powered car like the one you are building. The engine shown was taken from an article that appeared in the Sept. '66 issue of POPULAR HOT RODDING. If you have this issue, look over the Willys, the Piranha article, and the one on Don Prudhomme's dragster. All three of these different types of cars run the blown Chrysler that you asked about.

Good luck with your engine wiring. The real secret is working neatly and using the glue sparingly.





NEW TO SCALE



A Dodge for tomorrow's garage . . . the Deora, custom pickup from Alexander Brothers AMT has it in 1/25th scale, with all the astro-styling of the real machine. Two-piece opening front end leads into detail-stacked cockpit . . . Stewart-Warner gauges, wood paneling, Corvico dished steering wheel, and roof-mounted aircraft-type control panel. A beautiful kit for $2.00.



High quality performance equipment, at a suprisingly reasonable price ($9.98), make the Atlas Lola T-70 one of the best bargains on the counter. Features include the new AT-406 six volter with ball bearings, brass adjustable front end, axles that ride in oil impregnated bearings, and more. Body is "one piece" ABS plastic, fully detailed and stacked with decals.



A custom home track you can build without routing. It's the Sara track kit, using flexible 1/8 inch thick road surface sections and extruded solid aluminum rail sections, all pre-painted and pre-grooved. Five kits available, each with complete sections, rails, connectors, cement, putty filler and lane divider tapes. Will handle both 1/32 and 1/24. More info available from Sara, Dept. MCS, 2400 Greenleaf, Elk Grove Village, Illinois.



What's been happening at Cox . . . here's the book that tell's all. And it's free. Has 64 pages packed with every item (including all the new stuff) in the long line of quality racing equipment. Plus several pages of straight info on how to race to win . . . and a glossary of slot slanguage. Just write to: L. M. Cox Manufacturing Co., Inc., Box 476, Santa Ana, Calif.



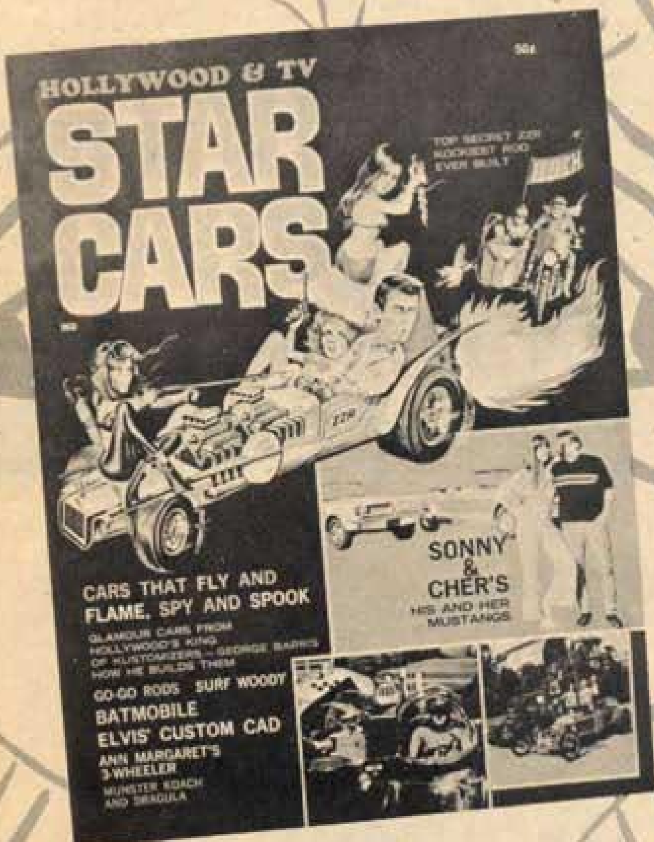
Would you believe a Ready-to-run that's actually ready-to-win? It's the Stinger, a 1/24th "something-else-type" machine for the commercial track scene. Each car is specially built by hand . . . and not on a production line; pre-tested and broke-in, for a low $8.88. More info available from: Discount Hobby Distributors, P.O. Box 24876, Dept. MCS, West Los Angeles, Calif.



Jim Clark's STP Special-Lotus Ford, fully detailed by IMC, is the latest offering for the fans of the Indy "500". Molded in bright red, Clark's No. 19 comes with all of the authentic decal markings, plus Firestone-treaded racers and an all-chrome suspension . . . and this is just a small sample of the detail.

ZOT

RIGHT BETWEEN THE EYES!



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Ever build a detailed ambulance stretcher? You can now, with JO-HAN'S new 1/25 '66 Cad Ambulance kit. Features include opening rear doors, detailed interior, oxygen bottles and gauges, emergency lights, opening hood and working steering. Plus a ton of chrome. All of this for only $2.00!

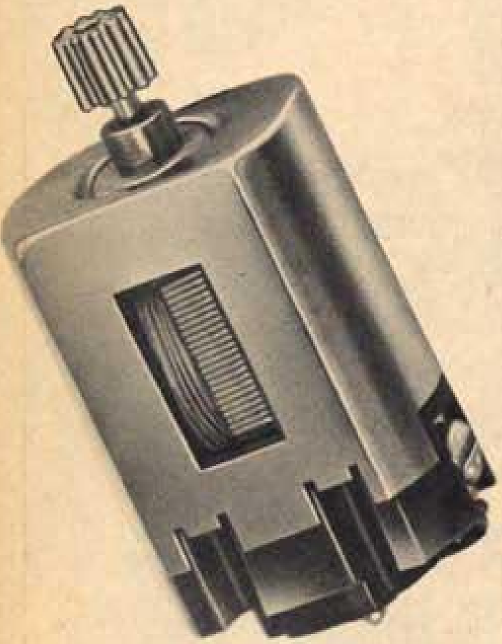


Graham Hill's '66 Indy winning American Red Ball Special has been scaled down to 1/24 RTR from Pactra. Besides the usual Pactra detailed - for - real body, there's a new hi-torque Hemi X88 motor, tubular brass chassis, spring loaded drop pickup and German rear slicks . . . and more. For prices and stores, write: Pactra Co., 6725 Sunset Blvd., Los Angeles, Calif. 90028.

Top control in a tight turn is just one of the bonus features built into K&B's MAKO SHARK RTR. It does it with the new Cortina Mechanical Brake (a K&B exclusive). Power is from their Hellcat sidewinder 6 volter. Also features a die-cast magnesium chassis, and a hi-impact, blue flake painted, vac-body. Priced to run fast and look sharp, at $13.95.







A complete "build-your-own-motor" kit, based on either the new Hemi-300 or Hemi-400, is available from Strombecker. Designed for those Thumbs who like to custom wind for ultra-high torque. The motors are coil-spring loaded, with pick-up lugs, steel pinion gears and polished chrome cases. For more info, write: Strombecker Corp., Dept. MCS, 4646 West Lake St., Chicago 60644.



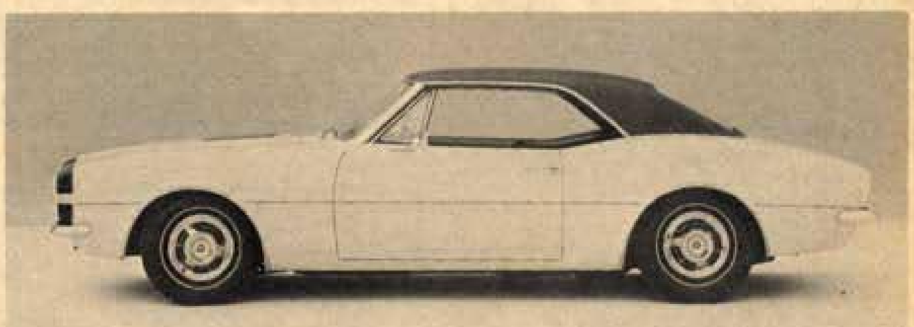


For Master Modelers, who know how to hack their way thru a pile of plastic, here's a stack of hints on how to scratch up a Camaro . . . If you don't want to wait for the kit.

CAMARO FOR '67 —CHEVY'S ANSWER TO THE MUSTANG

BY BILL SIMPSON

A million Mustangers just can't be wrong! That's what the folks at Ford kept saying . . . and although it took a year or two, pretty soon the big brass at Chevrolet started agreeing. So, surprise, for 1967 Chevy's gone and herded up a Hoss of its own . . . the all new (?) Camaro.





Top car in the new Camaro line is the Super Sport Coupe, with plush interior, vinyl roof, retractable beams, functional air scoops, and a general racy flavor . . . plus power from the new 396 Mark IV mill. If you have an extra critical eye, you may detect a hint of Ford Hoss . . . specifically, the short deck-long hood profile; but the lines are rounded, softer, and cleaner.

Looking not unlike a strange crossbreed of several G.M. machines, here comes the Camaro (formerly the Panther) . . . Chevy's sporty new Mustang destroyer.



A model Camaro is actually more '66 Falcon than Mustang, at least in the body. For the roof we used that from AMT's '66 Buick Wildcat; however, it was extended about 1/3rd".



To match the Camaro grille (the SS version), we finally settled on two '56 Ford custom grilles, trimmed and overlapped in a "V" design. Front bumper and all wheel covers came from a '66 Corvair kit (AMT).

While the rear area of the '66 Falcon was kept basically stock, new Camaro thin rectangular tail lights were made from scrape plastic. Putty was used to build up fender hop and side panels, and to round off general profile.





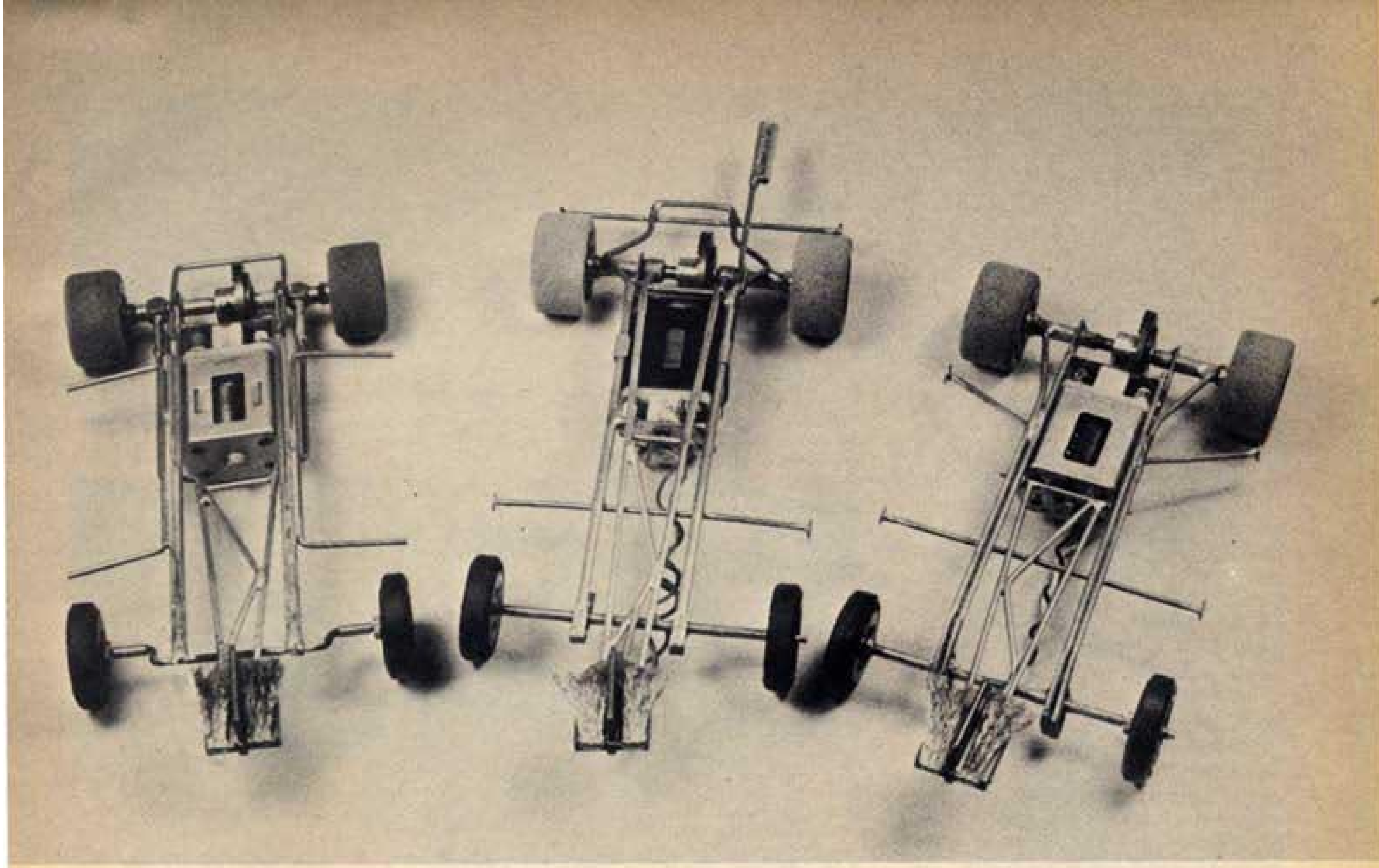
While it isn't radically different from the G.M. style lines of recent years, the Camaro has already stolen the spotlight. Perhaps because everybody was wondering just how far Chevy would go in copying Ford's successful Mustang. And just how far did they go? Actually, I for one don't think the resemblance is as great as I had been led to expect. Sure, there's the familiar "Short deck-Long hood" profile . . . but the reason it's familiar is that everything on the road lately seems to be sporting it.

For looks, the photos point out that the design is a "rounded-off" semi-fastback approach that somehow comes through as mostly G.M.; in spite of what the Hoss fans are saying. Exteriorly "clean", the use of distinct body contours instead of chrome on the basic Sport Coupe, and the fine accent stripping on the SS version, are sharp and sophisticated. Other outer styling features look rather Banshee (Pontiac's Corvette-like show car) originated, such as the disappearing headlights.

Model-wise, we found the best (but not necessarily the easiest) way to work up the Camaro, was to mix four AMT kits: *'66 Buick Wildcat, '66 Ford Falcon, '66 Corvair,* and *'56 Ford* (just the custom grille).

For beginners, cut away the Falcon roof about a half inch behind the windshield. Then round off the body contours slightly and build up the side panels with putty. Putty is also needed to build up the rear fender hop. The grille can be made from wire mesh or the '56 Ford kit (or anywhere you can get an egg crate design). The front bumper, as well as all four tires and wheels, came from the Corvair kit. The rear bumper is stock Falcon, while the taillights came from scrape plastic.

The roof line was lifted from the '66 Buick; but was extended by the 1/2 inch of plastic left over from the Falcon top. The area just below the rear window was filled in with putty. This permits the new roof to blend nicely into the rear deck. After filling all of the gaps (and there'll be many) with putty, you'll have to rescribe the hood, doors and trunk lines. The finish is yours for the choosing; but for power, we fitted our Camaro with a Chevy 283. We couldn't find a 396 Mark IV; but then there's some doubt whether Chevy will come through with it anyway.



HOW TO SCRATCH A TUBE CHASSIS...

Pro Racing's Favorite Frame.

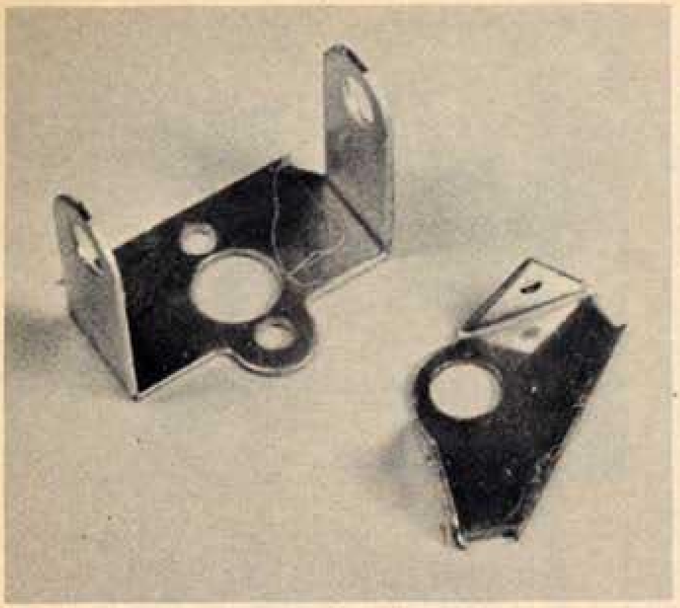
BY CHRIS CHAN

Why is the main event winner so often sporting a brass tube, scratch-built frame? Why doesn't he just buy one of the many pre-fab models?

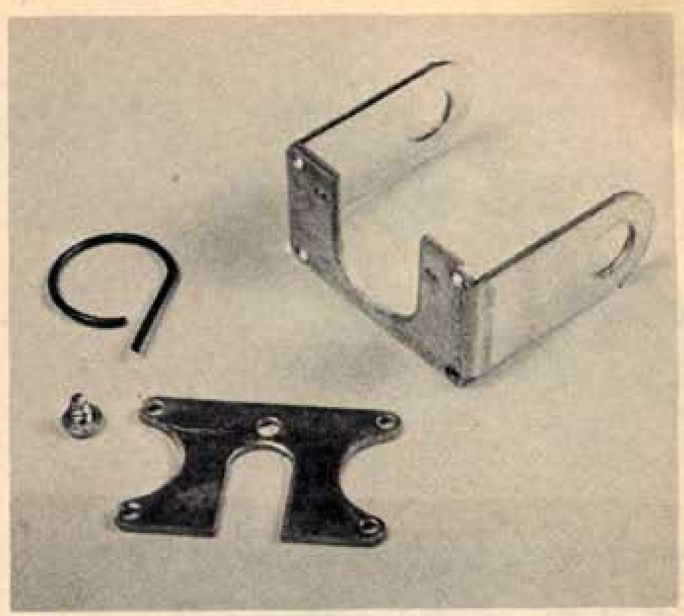
The expert's scratch-built brass tube frames are a result of trial-and-error testing. Because of the wide use of the pre-fab chassis marketed nationwide, they must be universally adaptable to almost all track surfaces. Some pre-fab jobs, like Dynamics, work excellently on most tracks; but the scratch builder wants to get the *perfect* combination for that one track that his car is to run on. Little things that make a big difference in handling, like motor positioning and drop arm lengths, can make up those peculiar sections on the track. Often lighter, the tube constructed frames will also have better acceleration and braking than a pre-fab frame for the same motor, that must be adjustable in wheelbase.

Custom building a tube frame for home or commercial raceways isn't hard at all, *with practice*. The several types of tube chassis explained here all have comparable performance, but different features may grab your fancy. Also, although they are presented separately, combinations using ideas from any or all of them, along with your own ideas, is to be encouraged.

After the obvious step of choosing the right motor for your particular case, a suitable rear motor-axle bracket must be obtained. Frequently provided with the motor itself, or for under a dollar separately, this is the basis for most brass tubing frames. The U-shaped brackets, like the Simco and Russkit, are generally easier to work with. This is because the rear axle bearings need only



Russkit's narrow, gran prix type axle bracket fits all 23 motors. Catalogued #795 and selling for 70 cents it forms one of the most popular tube frame rear ends.



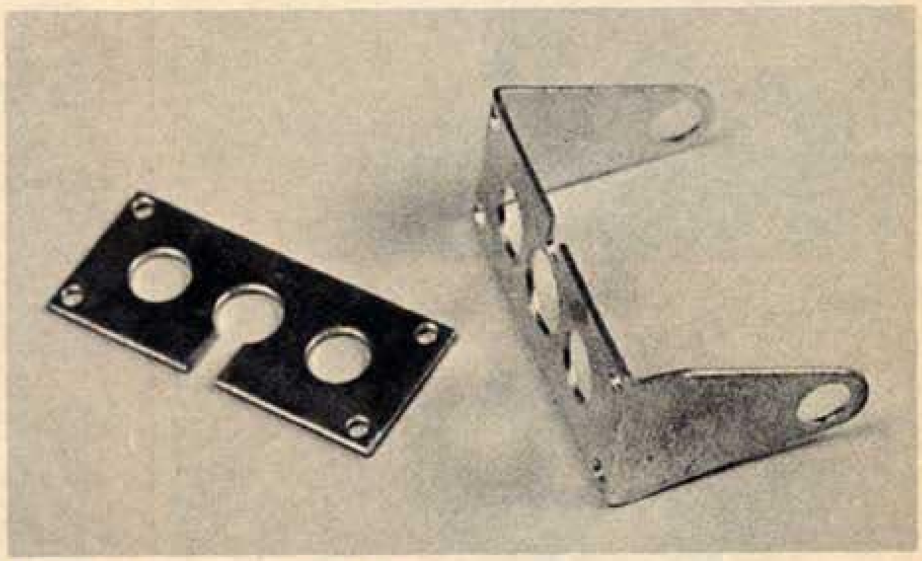
Any FT16D Mabuchi can quickly slips in and out of Simco's #780 motor mounts. This 60-cent set-up had pre-drilled holes for a box 1/16th chassis.

be installed and soldered into prelocated holes to complete the rear end assembly. Between these two, I have mounted everything from a Pittman 6001 to a Strombecker Hemi 300 with minor alterations. Motor frame brackets, which are punched brass brackets that fit fore and aft of the motor, are available again from Russkit, standard with Classics, and from Kemtron. Although somewhat harder to line up properly, it is far easier to adjust for motor-rear axle relationship (the distance between the motor and the rear axle).

Of the chassis shown and explained in the photos, most appear with small Mabuchis. These motors are extremely lightweight and their far-back position gives excellent handling. However, if you are using heavier motors, like the FT36D can or the Pittman 6001BB, you may want to shim the motor farther forward for better cornering. Although not a problem with the box type frame, the U-brackets must be either re-bent or spaced further back with small washers.

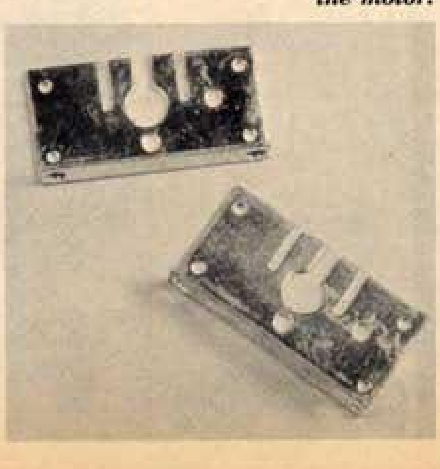
After the construction of the frame tubes and the installation of the front and rear axles in any of the designs, the next important step is the pick-up configuration. The light weight of the tube chassis, linked with the high speeds of the latest rewinds, has brought about the necessity of the drop arm for use on all but the very smoothest track surface. On most tracks, the drop arm's pivot point can be located in front of the motor, and extend about 1/4 to 1/2 inch forward of the front axle assembly. The simplest, strongest, lightest, possible way to make a drop arm is to use 1/16th inch tubing to a 7/32nd inch guide flag bearing. For a rougher track surface or a track with severe dips and bumps, the alternate "swing-from-the-rear" set is doing extremely well. Made up again primarily of 1/16th inch tubing it pivots on Dynamic blocks from the rear axle bearings. This long arm gives much smaller angles and a much smoother drop.

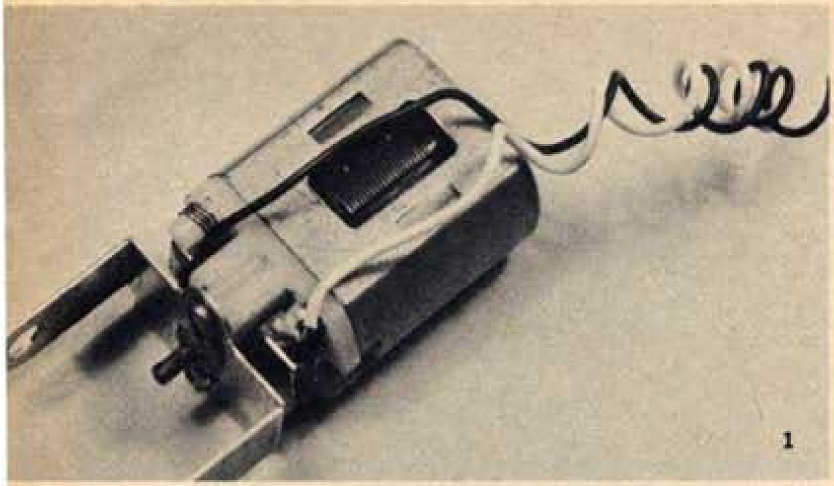
Lastly, before you raid the brass tubing display, there are a few tools that you may need. If you can't solder, you had either better learn or forget it. For a good inexpensive soldering kit we used a K&S soldering pencil, silver solder, and a bottle of zinc chloride. For "cleaning out" tubing and rounding tube ends for better fit, a rat tail file was used in addition to a bevy of regular type files. To line up the chassis, a Russkit A-Justo jig was used and an International tubing cutter proved invaluable to making crisp, clean cuts.



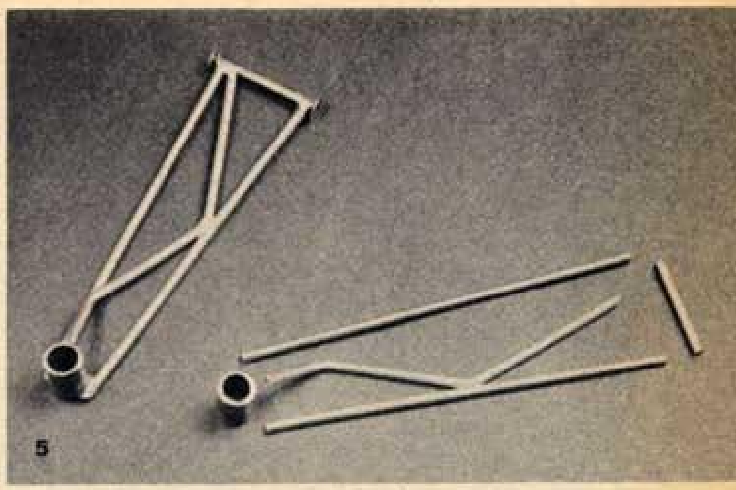
A second Russkit bracket, the #794, is a wider version of the #795 for cars that have the room. Also bored to fit the 6-volt 23, and the Hemi 300.

Strombecker's Hemi 300 brackets have plenty of slots and holes, but unfortunately comes sans the U-shaped axle carrier; not available without the motor.

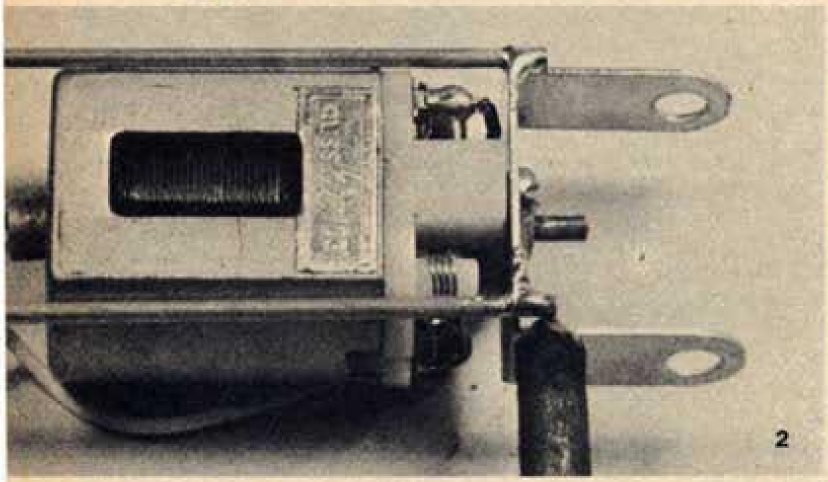




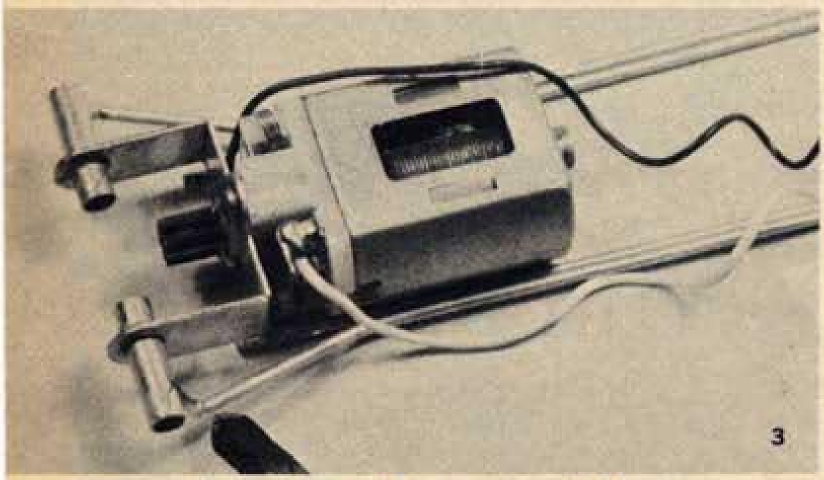
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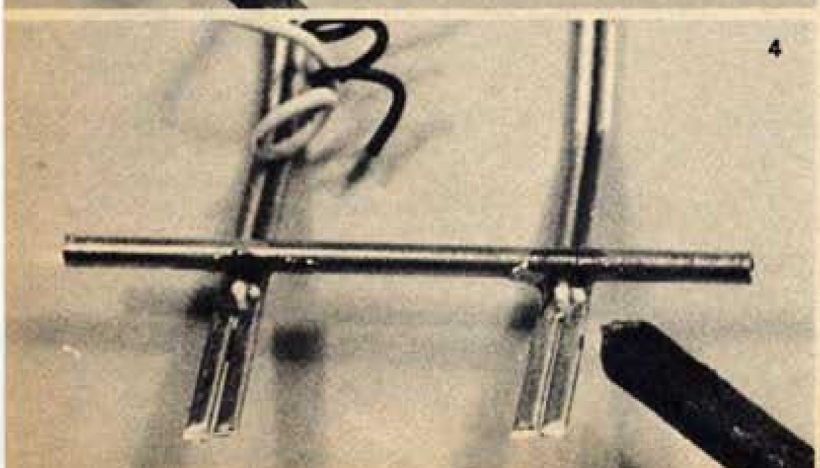
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THE DUAL 1/16TH" FRAME

1 *The basis of this dual 1/16th" tube chassis is a re-cased Lenz 289 and the Russkit #795 brass axle bracket. Fastens with two self-tapping screws.*

2 *Cut two lengths of 1/16th tubes approximately ½" longer than the wheelbase of the car; solder them into the pre-cut notches in the bracket, running parallel to the motor.*

3 *Solder the axle tubes in place, and then solder another tube along side the first. Bend the outer tube up and out to meet the axle bearing as far outward as possible.*

4 *Lining the front axle tube up in a jig, solder it onto a flat spot, smashed into the tube with a vise.*

5 *The drop pickup arm is constructed out of four pieces of 1/16" tube and a 7/32nd" shaft bearing. The zig-zag tube in the center forms a super strength brace.*

6 *X-Acto's pin vise was used to drill an itty bitty hole for the drop arm retainer.*

7 *Slip in the retaining wire, snap in a pickup and you're ready to slap on a bod. All those little washers come from Champion of Georgia.*

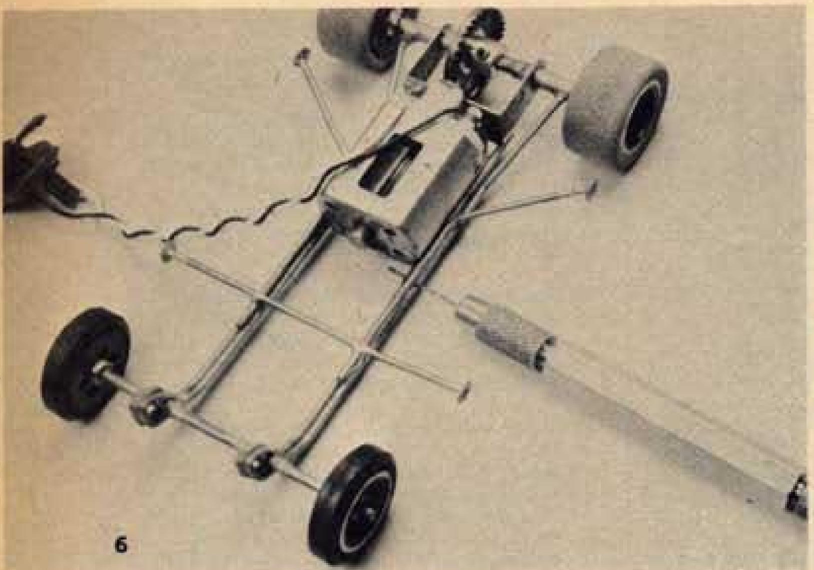
THE 3/32ND" TUBE "QUICK CHANGE"

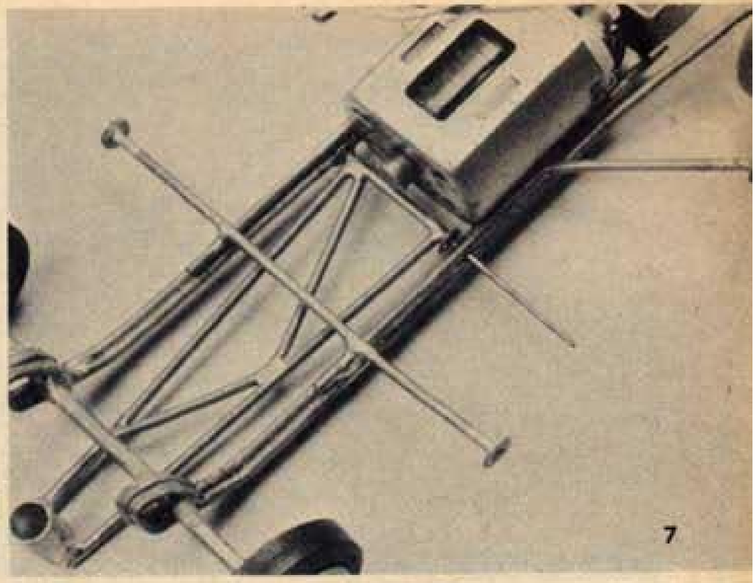
8 *Russkit again provides the U-bracket in this FT16D "quick change" chassis. The rear has been enlarged to fit the Mabuchi, while the front is a lightened Simco unit.*

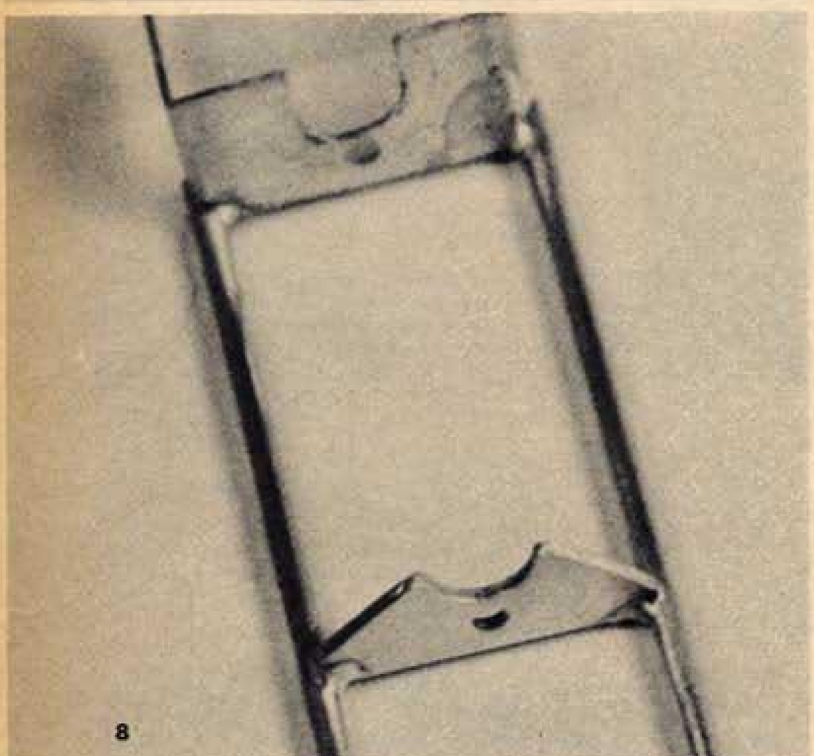
9 *For maximum soldering surface the front ends of the frame tubes were crimped in a vise.*

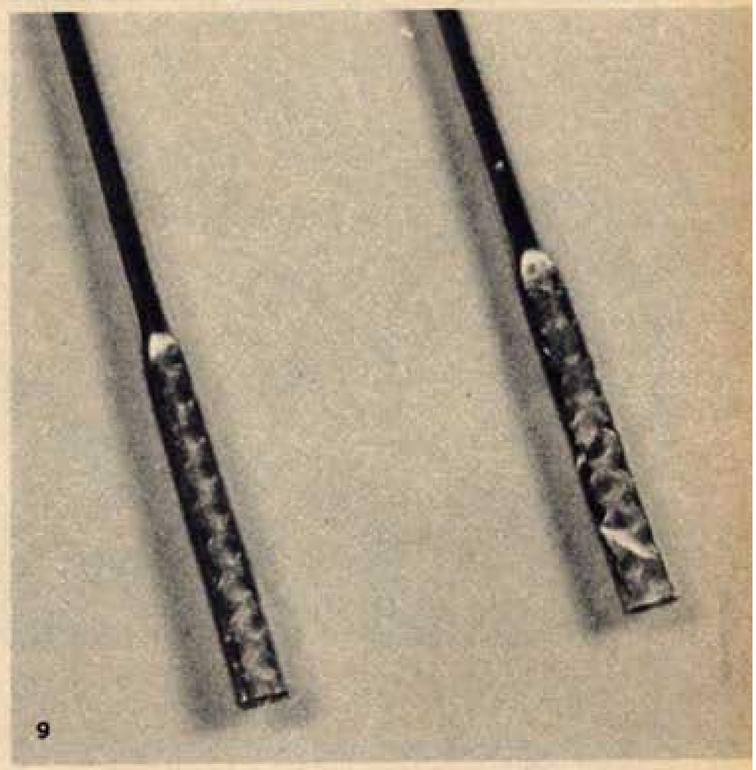
10 *Using aluminum tubes in place of an axle for assembly, the frame tubes are centered and soldered in place.*

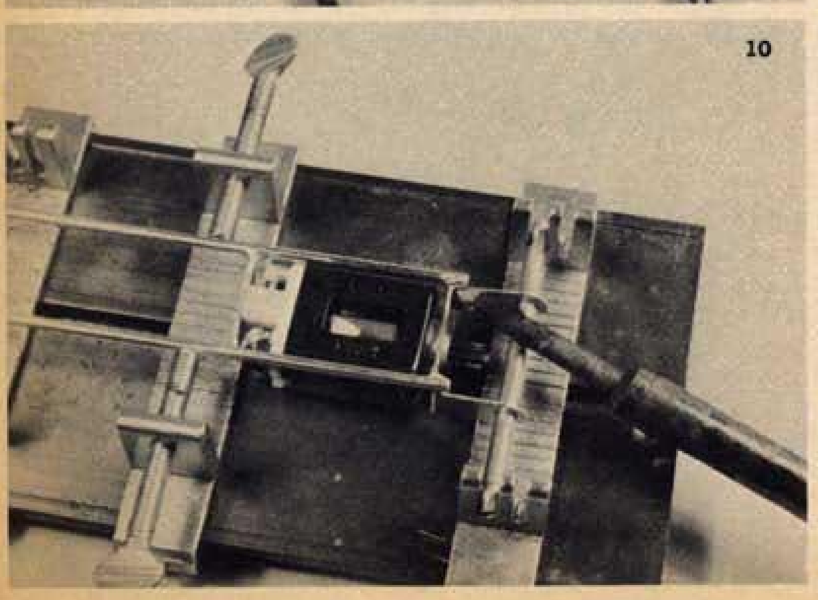
11 *With the wheels set at the finished tread move the 5/32nd" axle tubes as far out as possible. Solder only on the outside of the rear bracket.*

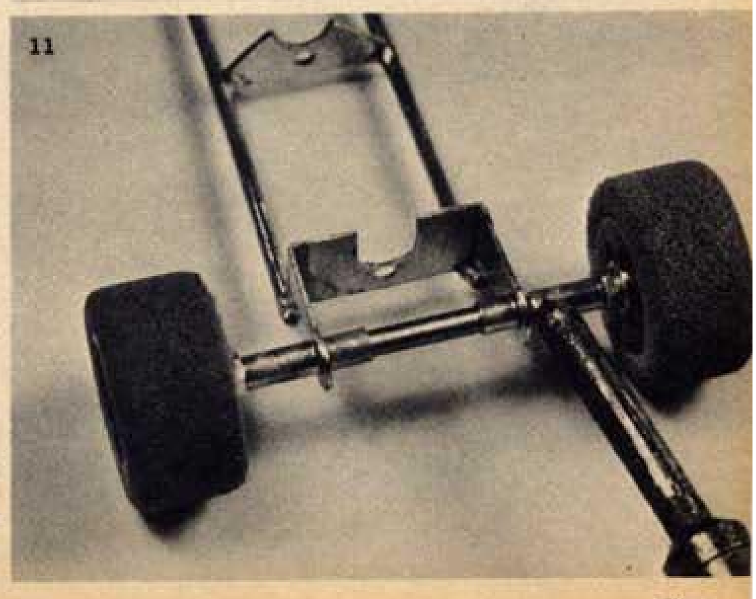

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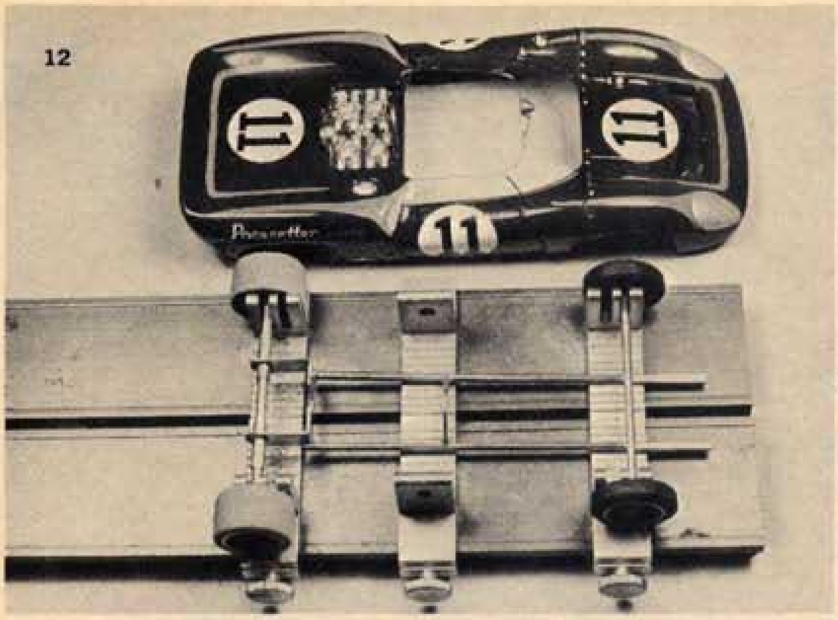

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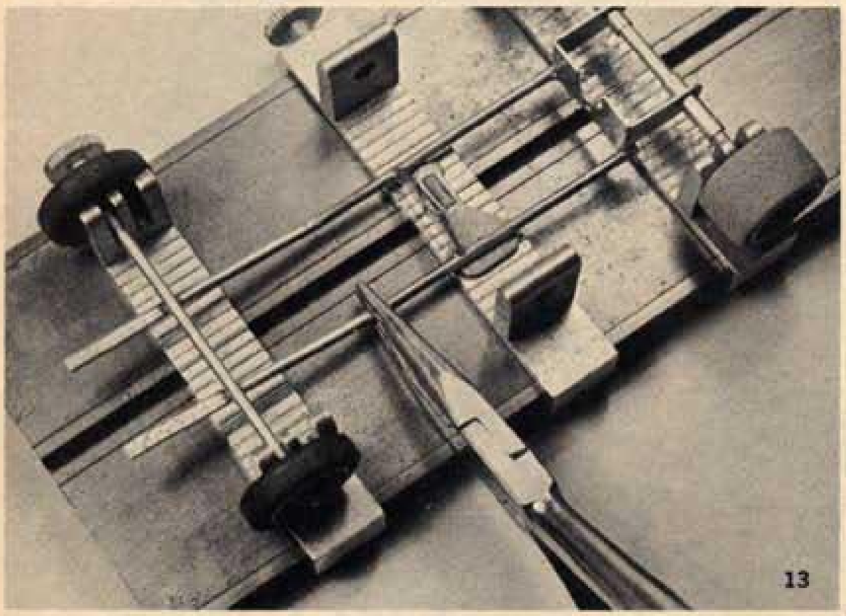

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12 *Line up the A-Just-O jig to the desired wheelbase.*

13 *Keeping the lowest portion of the frame 1/16th to 3/32nds above the bed, bend the frame tubes up to meet the front axle carrier. After soldering the two together as shown, bend the flated area over the axle tube again and resolder it.*

14 *Dynamic pillow blocks and small sections of 3/32nds" tube are the beginning of the rear pivoted drop arm. The 3/32nds" tubes are to sleeve down the pins to use 1/16th tubing.*

15 *After installing the pillow blocks over the rear axle tubes, the 1/16th-inch the rear axle tubes, the 1/16th" tubes are flatted for track clearance and brought to the front of the chassis to be soldered to the pickup shaft bearing.*

THE BOX 1/16TH" FRAME

16 *The Russkit "big can" brackets are used inline for this Box 1/16th Frame. Slide four pieces of 1/16" tube into the pre-drilled holes.*

17 *Carefully center the bearings between the frame tubes and solder.*

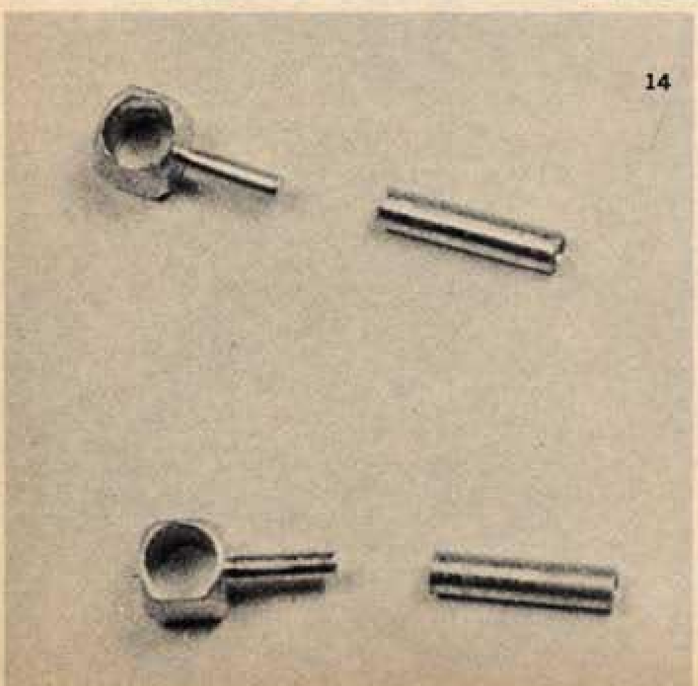
18 *Mated with the "super grab" AJ Twinkies, the chassis is further lined up so the axle is at a 90° angle with the motor shaft.*

19 *The front axle tube is then soldered onto the frame.*

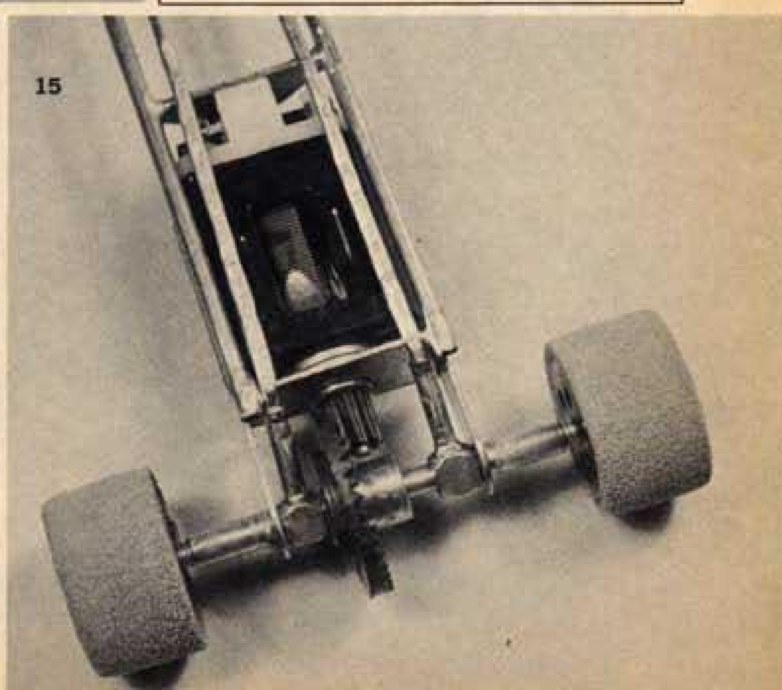
20 *For the slot racer that is all thumbs, Cox has a pre-assembled quick-change chassis that is just the thing.*

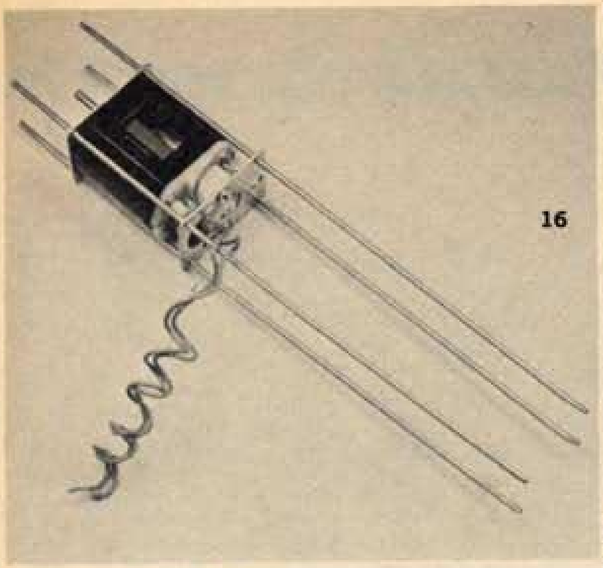
21 *International tubing cutter is just the thing for making clean, fast slice at your tubing.*

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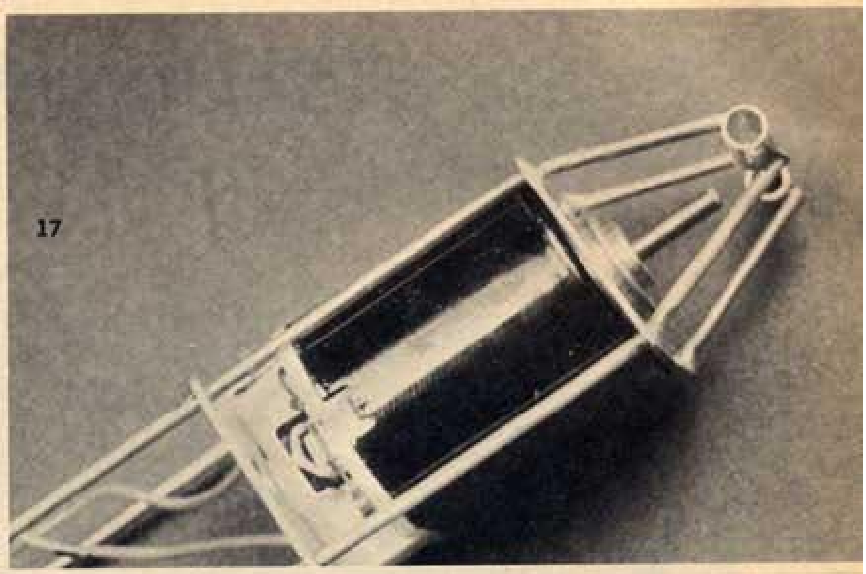


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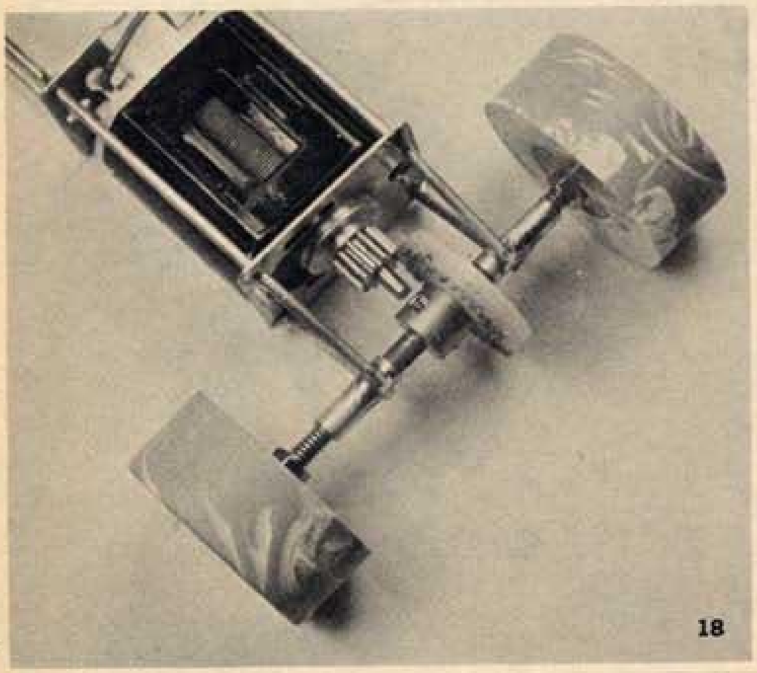




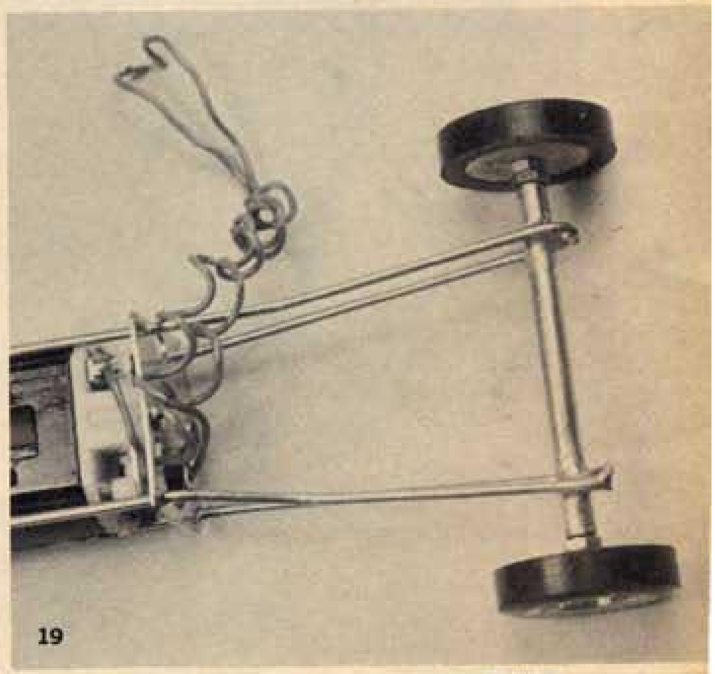
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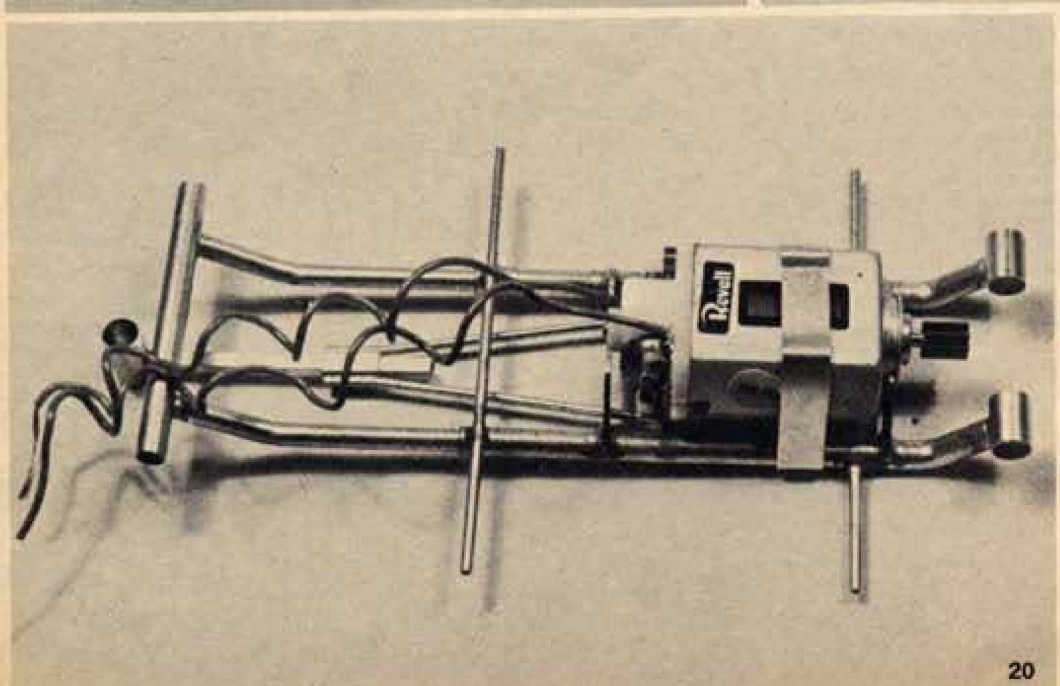
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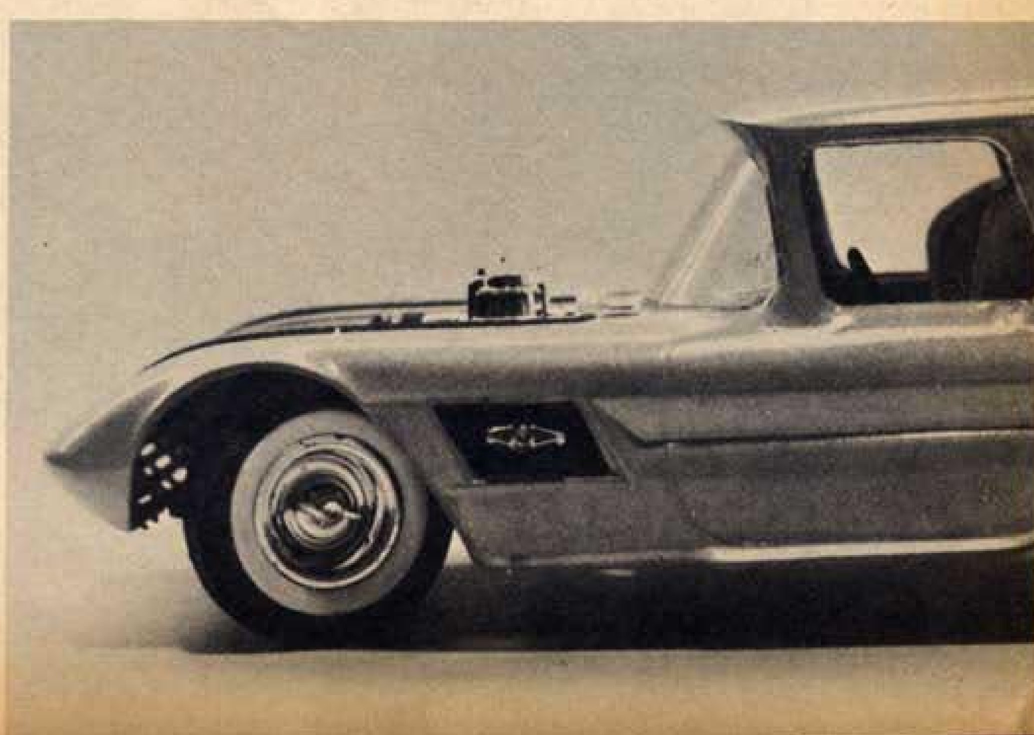
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Recustomizing the

By BOB PAETH

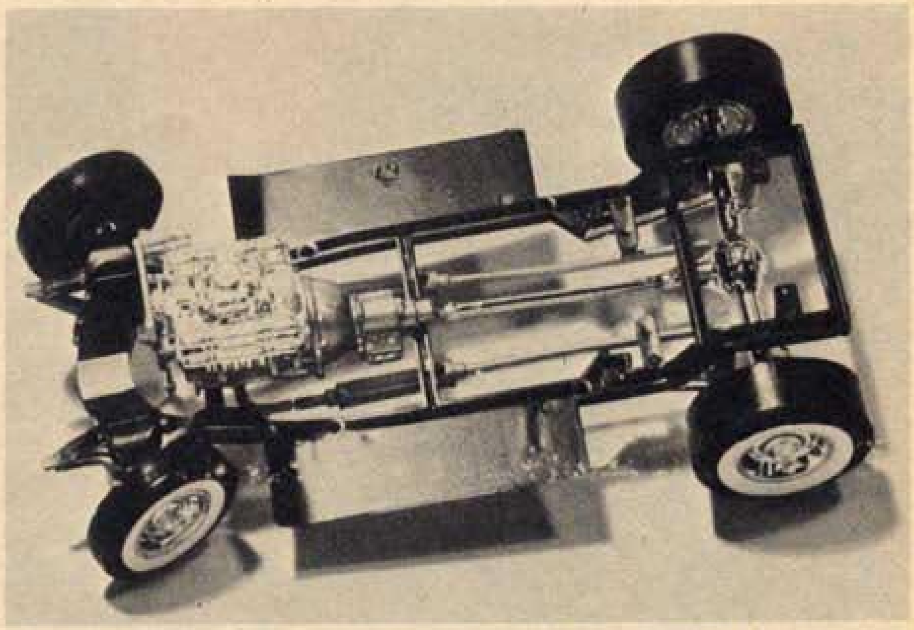


There are some kits in the model world that you just have to leave stock . . . only Bob Paeth hasn't found one yet. Though his friends shook their heads and wondered why, Bob decided to do something different with the hairy O.H. And he did!



ORANGE HAULER (??)

A confirmed custom body fan, who can't resist the challenge to rework even the wildest looking stack of plastic, Bob Paeth shows how to change an Orange Hauler into a Lemon Toter. The only question that still bothers us is WHY?

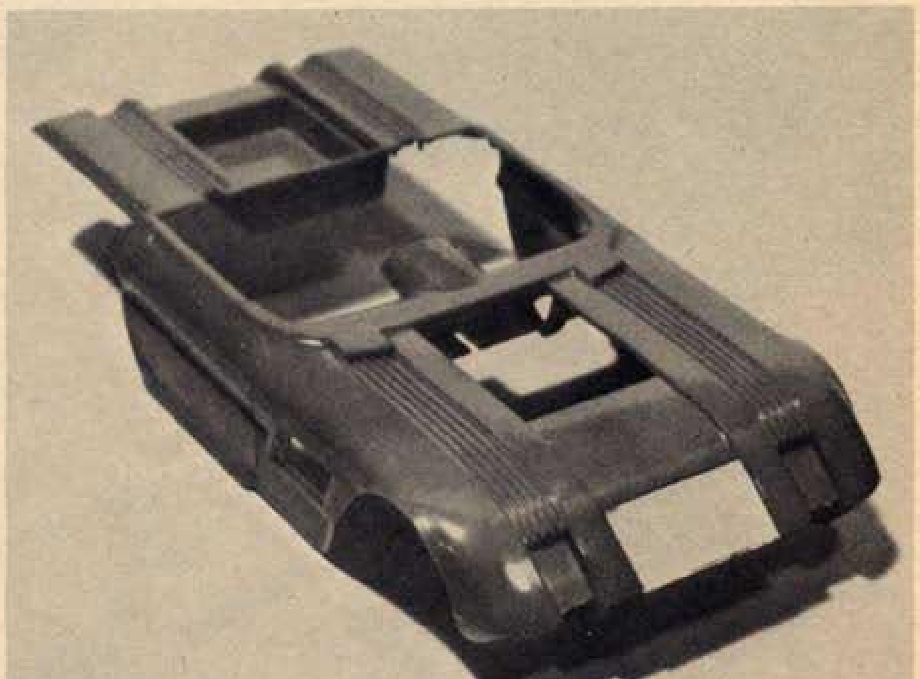


To begin the recustomizing, work up the chassis in the stock manner. For sharp contrast, the chassis was finished in flat black, and the running gear gold.

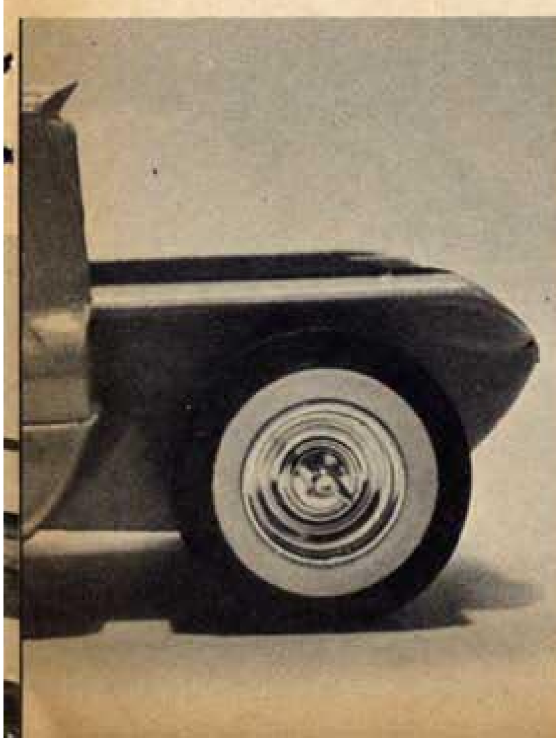
If you have a thing about customizing, one of the hardest cars to handle is a model of a full-size custom prize winner. Darryl Starbird's "Orange Hauler" is this kind of machine. The problem is . . . you itch to go custom, but with a car like this where is there a direction left to go. What more can be done with a sectioned, shortened, and chopped pickup that is already highly modified. It's a problem!

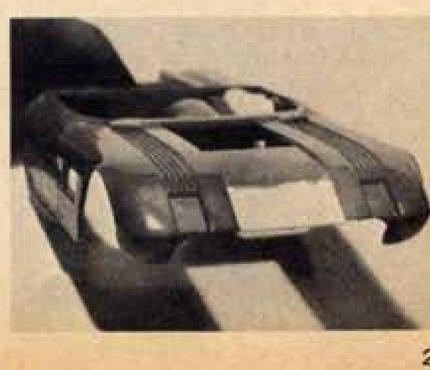
But there is . . . would you believe it . . . a solution. With a show car like the Hauler, there are two basic rework routes to follow. The first method is just to go ahead and customize to satisfy one's own taste. The other method is to rework the body lines by "uncustomizing" them . . . that is, by going back to the original stock exterior, or at least part of it.

As the accompanying photos show, our reworked Hauler combines both. For stock lines, we added a pickup roof

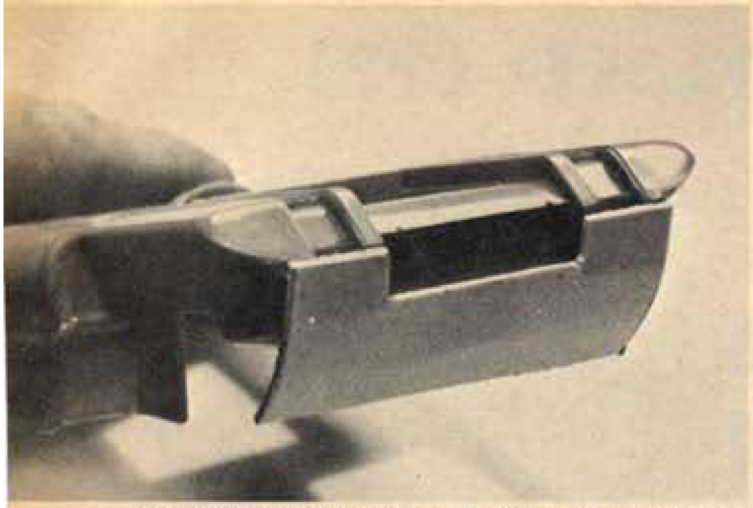


A piece of scrap plastic was cut to size and cemented into the grille area with a slight cure to match the hood.

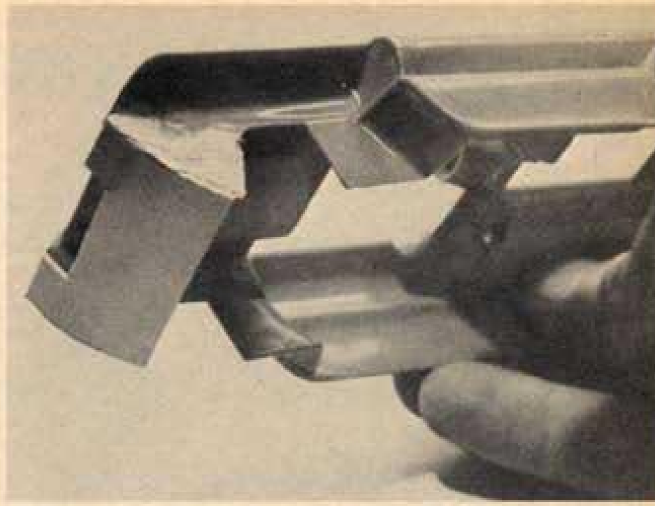




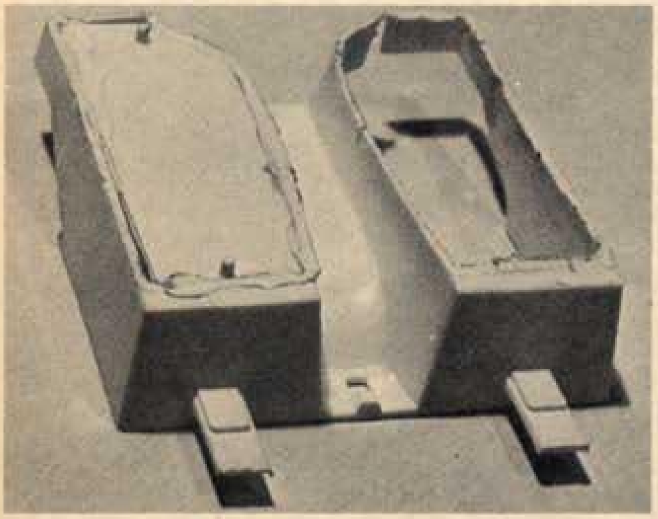
After the plastic has dried in place in the grille, melt the seams together or fill with putty. Then cut out lower portion of the body as shown.



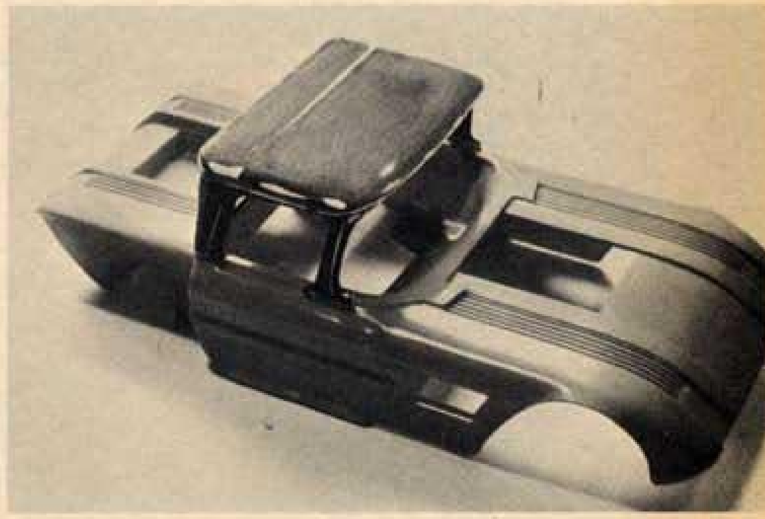
The rear section is built stock. Then a piece of plastic, cut as shown, is added to curve slightly under the deck.



With a woodburning tool or putty, fill in the resulting gap between the new custom tailpiece and the rear fender panel.



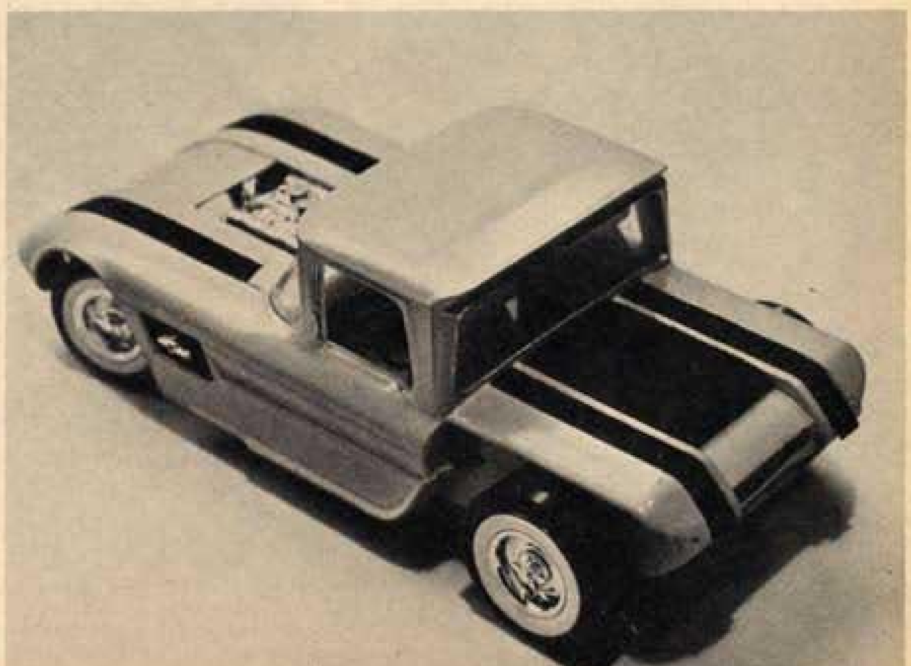
Put the trimmed floorboards back into the interior "box" and cement or melt in place. This allows the body to sit lower on the chassis.

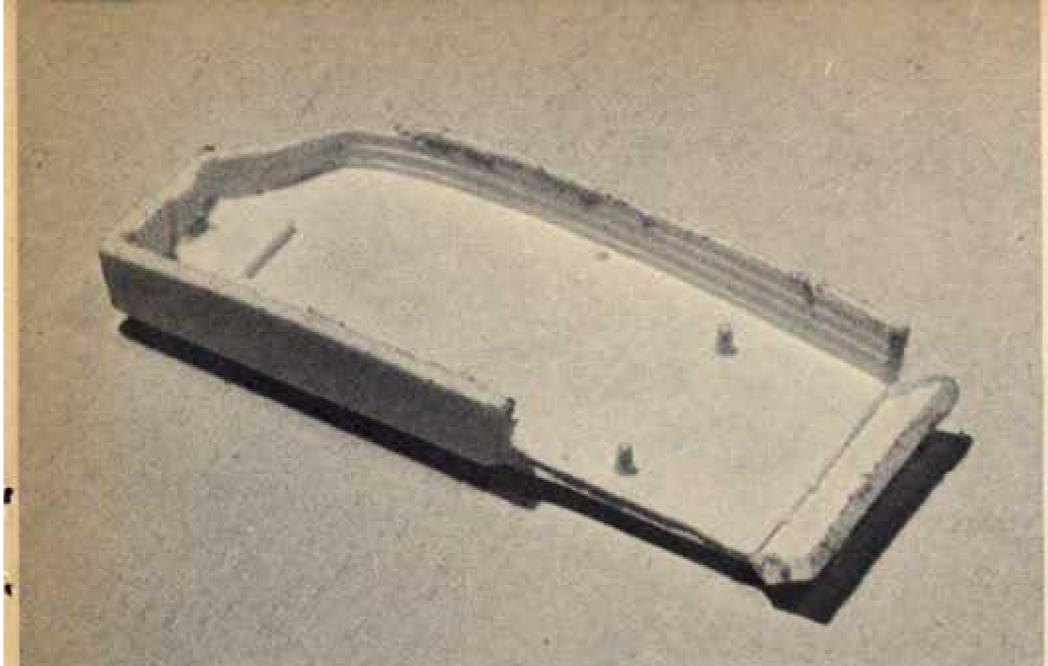


The major change to the exterior is to add the roof section from a pickup. Cement in place; then melt of putty the posts flush with the body.

(AMT '63 Chevy); while for new custom lines, we changed the grille, rear end, and jnterior, plus lowered the body and refinished it with Testor's Competition Yellow and an over-spray of White Pearl.

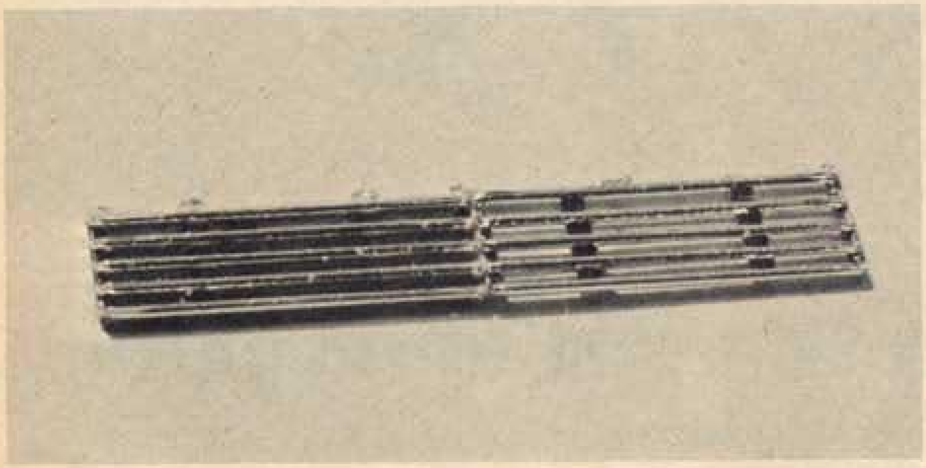
Because of the added height with the stock roof, we also channeled the body over the frame slightly. The new seats and tail lights were taken from AMT's '66 Riviera. The black felt stripes, tonneau cover and front fender "plugs" were made from Revell's Custom Car Parts upholstery kit. And to finish the project, we also dug up a new name . . . the Lemon Toter (get it, Orange Hauler – Lemon Toter??).



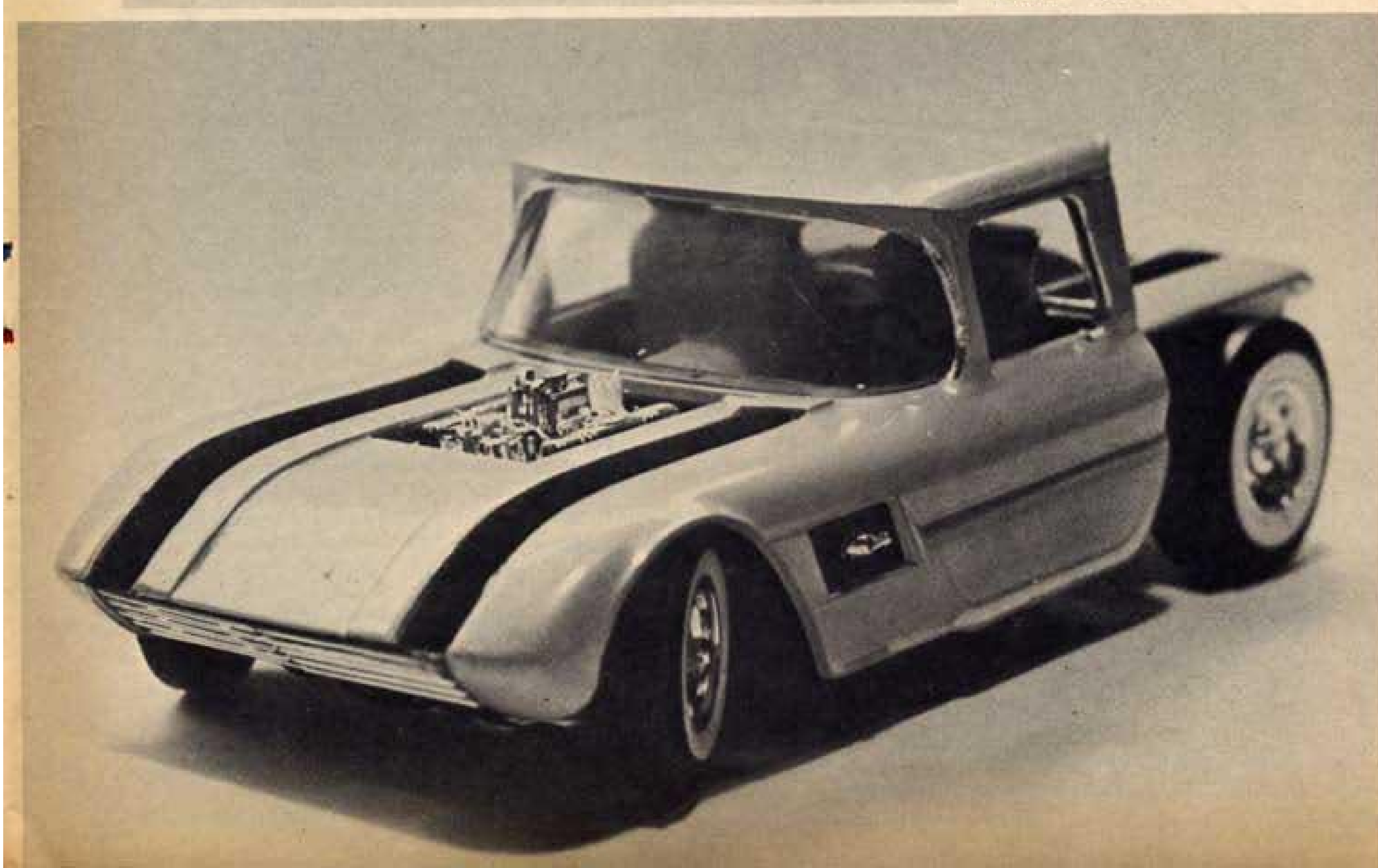


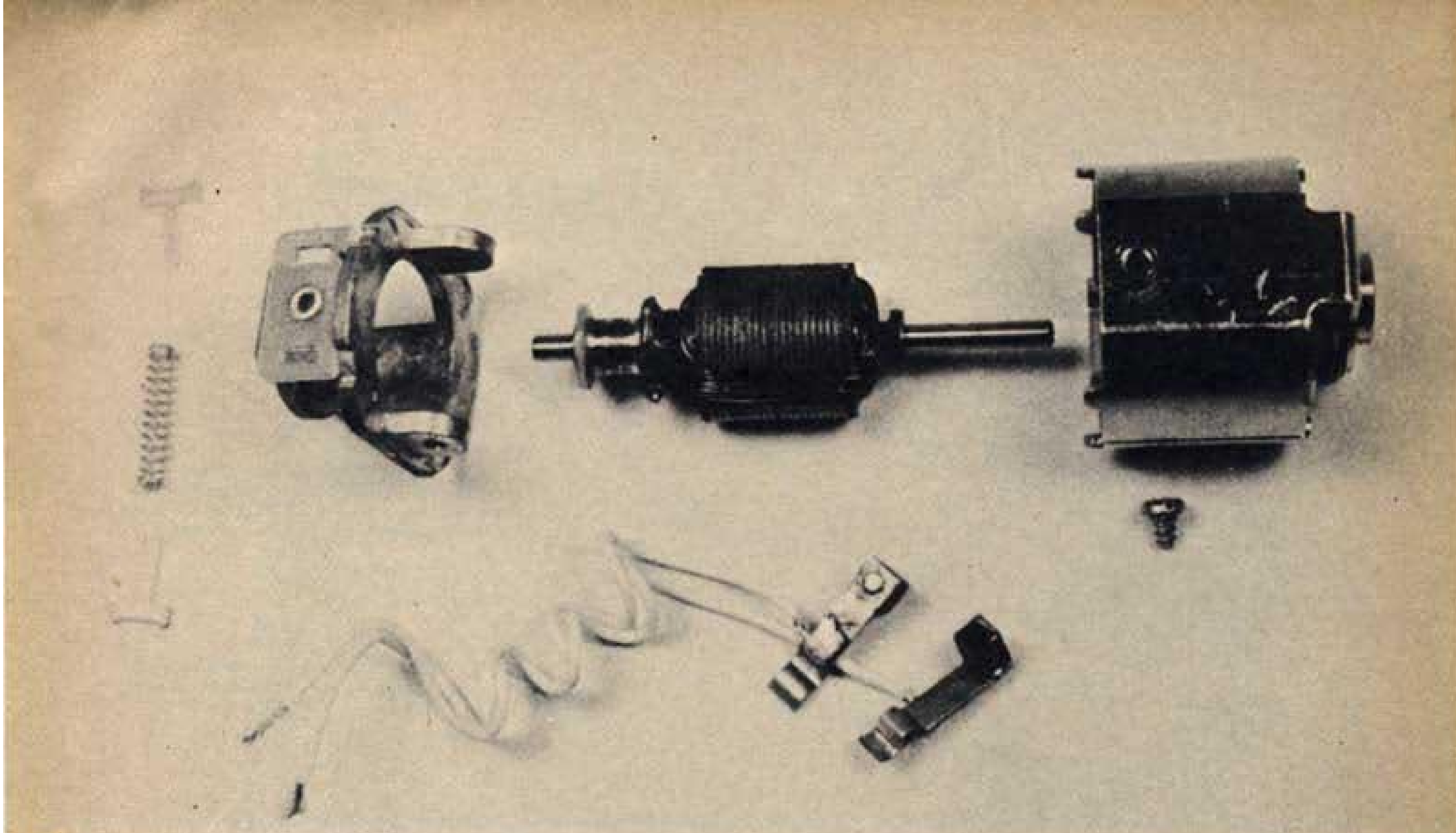
Cut the floorboards away from the interior section. Then trim away the small lip around the edge of the boards by notching it in several places.

To make a grille piece, cut the stock one across the center and recement lengthwise.



Normally, you wouldn't want to rework a wild machine like the Hauler unless customizing is your whole world. If it is, then don't let the specialized body lines stop you. Anything can be made "different!"

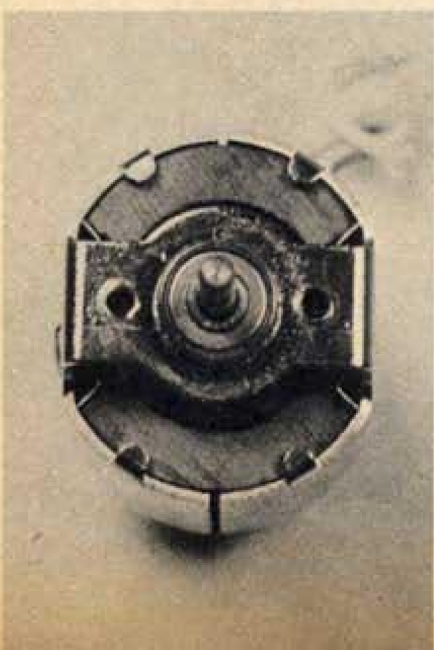




SPEED RIG FOR THE "PITTCAN"

By CHRIS CHAN

Now that the Pittman people are back for some serious action, here's how to dress up their new "can" for the ultimate in fast!



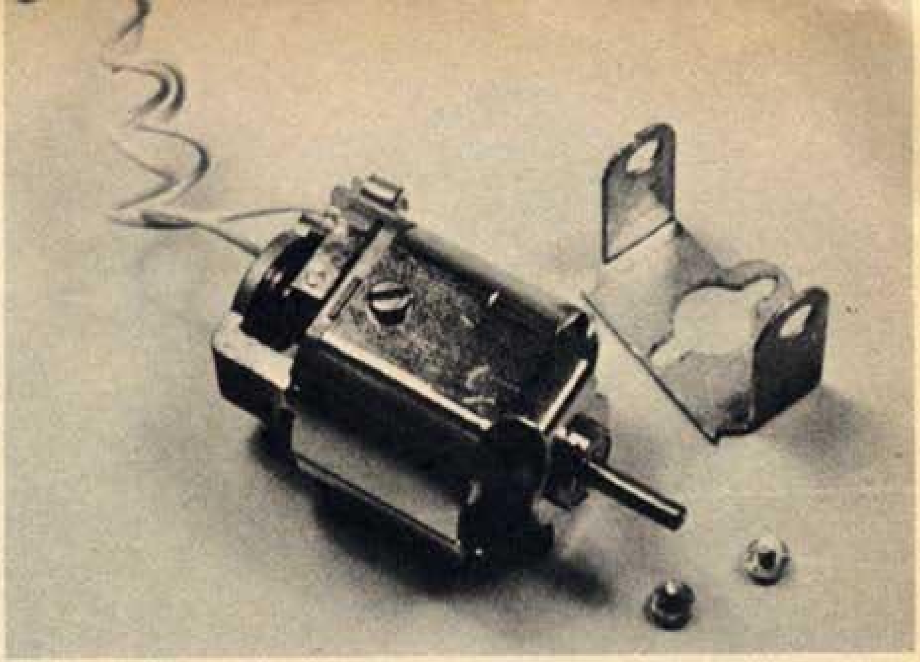
No plastic here; Pittman's cast Zemac end bell houses one of the two specially designed, sealed ball bearings on Pittman's 6001BB.

NOWADAYS, HAVING THE FASTEST CAR on the track is one of the best ways to be first across the finish line. That's all fine of course, but getting the fastest car usually has to include sporting the best suited motor for the job. At one time, Pittman motors used to finish both fast and strong in first place with amazing regularity; and the natural choice for motor makers to imitate was the Pittman. Then Revell, one of the model makers that had used Pittman motors, struck back. All of the new Revell kits contained a new motor, the "tin can". Russkit, not to be outpaced, then imported another version, a shade faster than the first. However, Revell marketed the 510, which was still faster. Finally, rewinding became the big rage. The "can" had come, and soon conquered the slot scene.

The steady, reliable Pittmans appeared less and less in the winner's circle. As of late, Strombecker heeded the call to the "can" configuration. In its "new look" program, the Pittman-type Scuttler just couldn't quite hack the competition. so along rolled the TC32 and TC24, and later the Hemis, which are as fast as their Mo Par namesakes. Where was Pittman? Out filling government contracts? Well, now that the contract that overstressed Pittman to the point of nonexistence in the slot racing world is apparently filled, they would like very much to be back on top again. They marketed the already successful 65 in a slightly modified form and a revamped 196, dubbed the 196B. The latter, which looked as though it had been originally destined for 1/32 scale formula one machines, just didn't have the torque on most tracks to make up for its heavier weight. Finally, some eight or nine odd months ago the handwriting was on the wall, and someone at Pittman's plant read it.

With its initial appearance at the Chicago Show, the "Pittcan" sported "arm" type brushes, a .093 armature

The Pittman 6001 BB, dubbed the "Pittcan" is the answer to those natty little Hemis and Mabuchis. Inside that gleaming nickel plated casing is a fire breathing 6 volt armature.

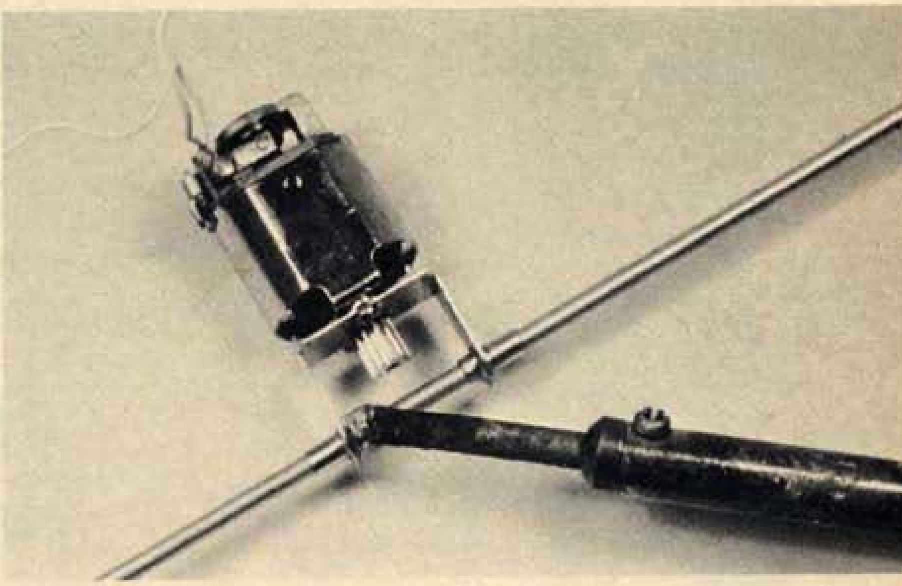


The tedious task of hand forming a rear axle bracket for the Pittcan can be eliminated by the use of a drilled out Russkit 795.

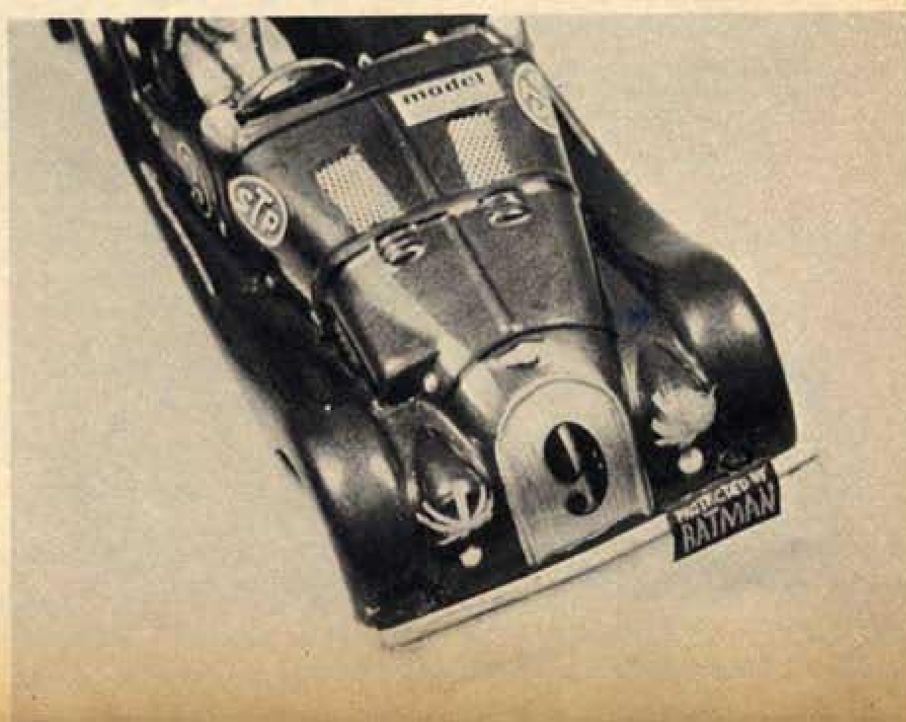
shaft, and top quality sealed ball bearings. The $9.95 sticker on the ball bearinged model didn't quite qualify it for the economy class, so Pittman later released a sintered bronze bushing-equipped set up for $4.50. This price tag puts it roughly in between the Russkit 23 and the Strombecker Hemi.

Due to the unfortunate fact that Pittman did not provide any mounting facilities other than a pair of screws, Russkit's #795 rear bracket is the best possible adaptation other than a hand formed mount when you try to rig up the Pittman. The bearing hole must be enlarged first to 5/16" to fit over the rather large ball bearings, then a rat tail file is used to make the mounting screw holes a shade higher to coincide with those of the motor. Although my first car to sport Pittman power contained SKF ball bearings on the rear axle, it was later found that this drastically reduced the amount of meat on the bracket. A homemade version using 1/2 inch pieces of 5/32 inch O.D. brass tubing proved to have almost as little friction and gave much better axle stability. The chassis is of the latest dual 1/16th inch sort. The side frame tubes run parallel from the front to the bracket at the rear of the motor. At this point, the inner piece of tubing is bent inwards at a 90° angle and soldered to the inside of the motor mount. The outer tube is then bent outward to meet the ouside end of the axle tube from about mid-motor and then soldered to the tube. This alone provides a strong, lightweight assembly, but it can be further beefed up by a "V" brace inside the bracket.

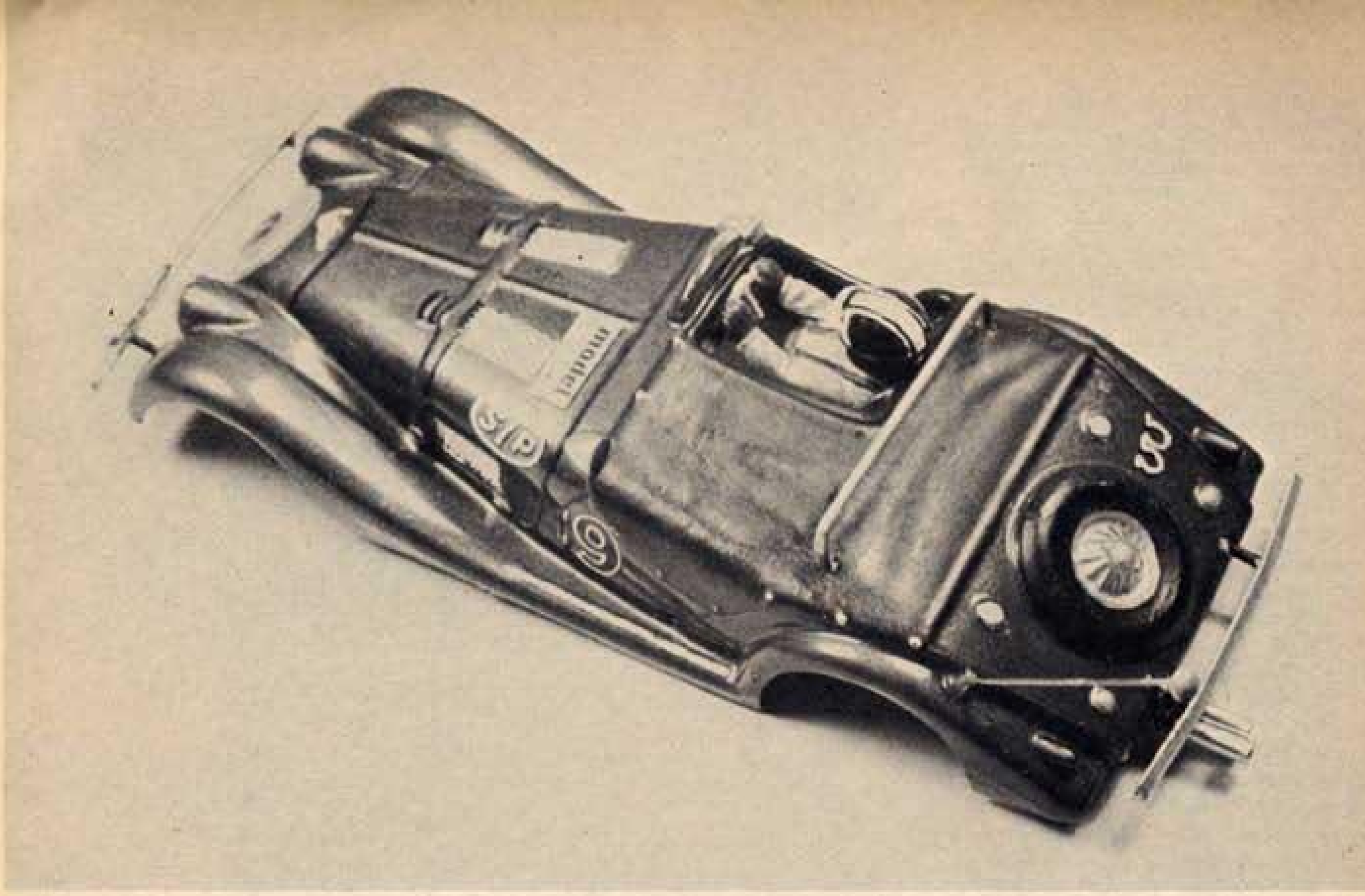
Up front, the dual tubes on each side are bent back over themselves with a 1/16th inch stainless steel axle rod in between. The doubling adds a little extra weight on the forward end for better handling and gives twice the soldering surface for a stronger joint. The pickup system is the usual swing or drop arm type. The neatest and quickest way for a strong, wobble-free arm I could find was running a 1/8th inch brass tube through a Cox magnesium drop arm, centering it in the frame with 5/32



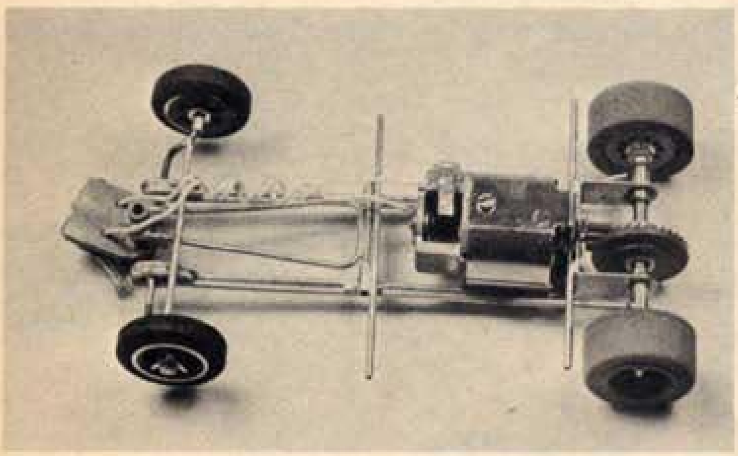
When soldering on the rear axle carrying tubes, a length of 1/8th inch tubing keeps things lined up.



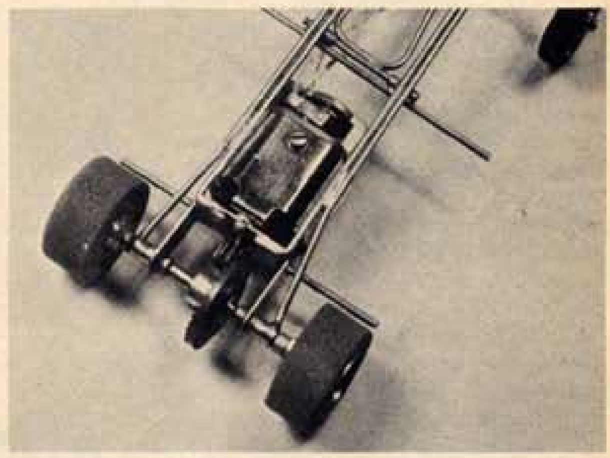
For sporty car racing the in-thing had to be the Pactra Morgan; and to get the pick-up under the front, a brass bumper, aptly protected by a caped crusader, can be added.



Bumpers, aluminum "exhaust" pipes, Cox driver, and a tissue paper tonneau cover were all firmly attached with Pactra Body Patch.

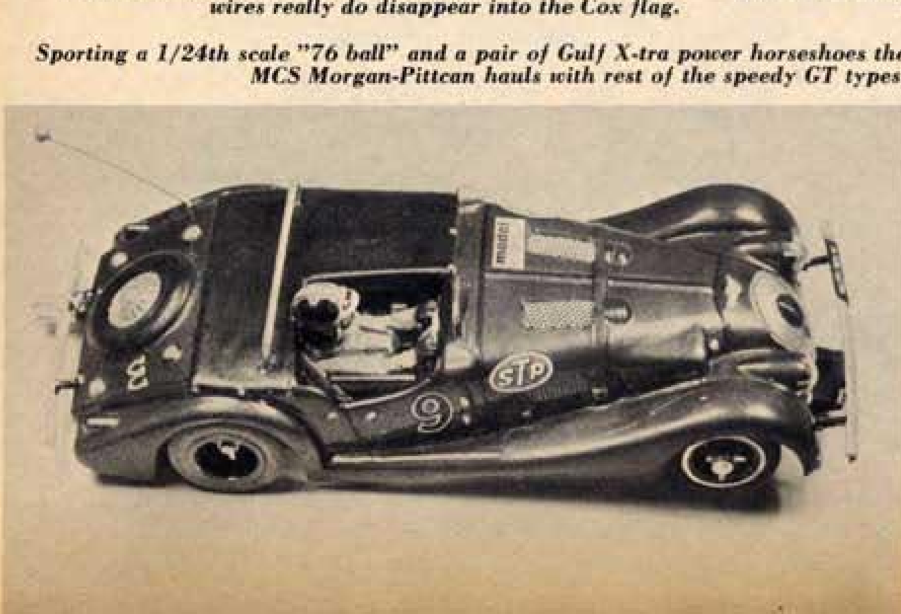


Sitting neatly in the double tube Morgan chassis, the Pittcan runs through Dynamic and Cox cogs. Those lead wires really do disappear into the Cox flag.



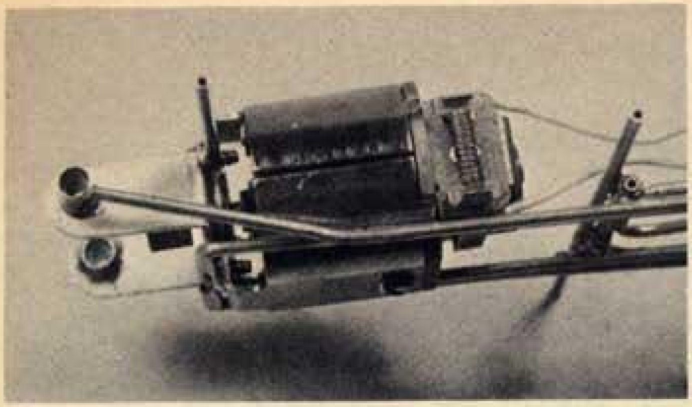
Shod with VC's super traction grey tires the Pittcan was getting the peak in adhesion, but frightening tire wear due to the weight and high torque of the motor.

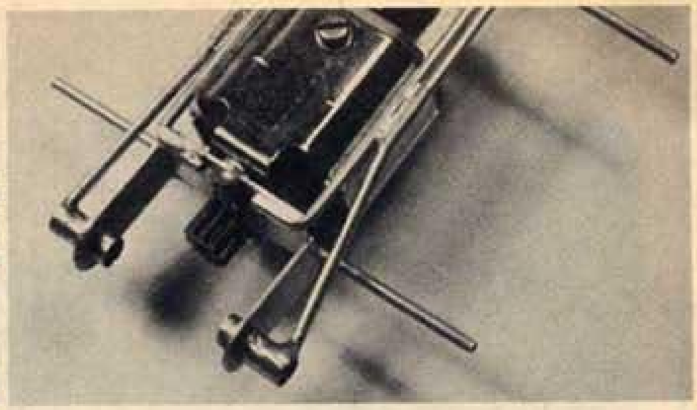
Sporting a 1/24th scale "76 ball" and a pair of Gulf X-tra power horseshoes the MCS Morgan-Pittcan hauls with rest of the speedy GT types.



aluminum tube spacers and soldering the whole wazoo between the chassis rails.

VC's 1/2 inch grey tires do a fantastic job of keeping the power of the Pittcan on the track, although the tremendous torque takes its toll in tire wear. The gear train consists of a Dynamic .093 10-tooth brass pinion and a Cox "Cox-alloy" (nylatron) contrate. The wheels are super clean black anodized Riggen's Specials up front, and 5/8ths Slotmaster Supertones on the rear. If you weren't fortunate to nail a Riggen's racing team member and grab some of their "pin" or 1/16th inch hole wheels, the Dynamic adapters will slip right into the regular wheels. The newest Cox quick-change





For the strongest possible rear axle carrier, the outboard parallel 1/16th inch tube is brought up and out to meet and be soldered to the axle tubes.

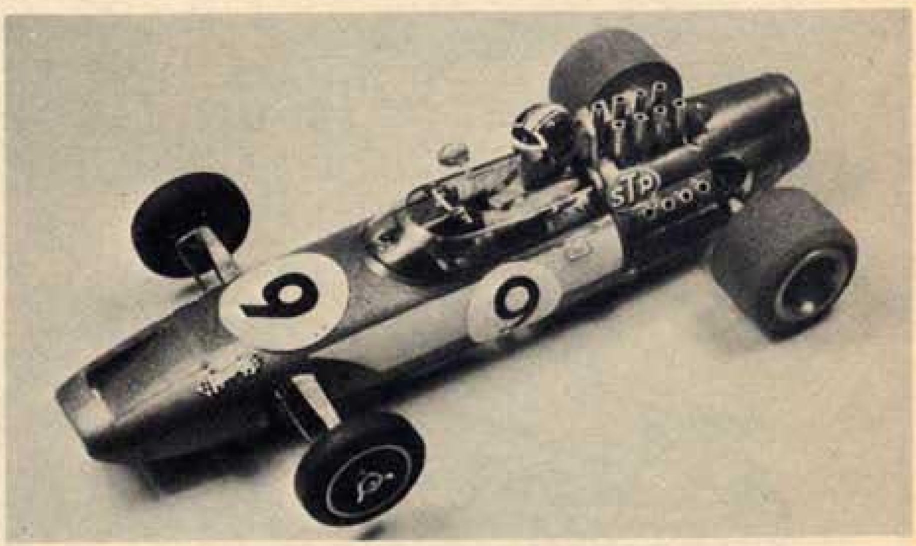
guide flag is used on two of my four Pittcans, while CorBen's and Classic's are on the other two, with no significant difference in handling (but in the pits during the course of one of the recent Revell Raceways 4-hour enduros the Cox was invaluable).

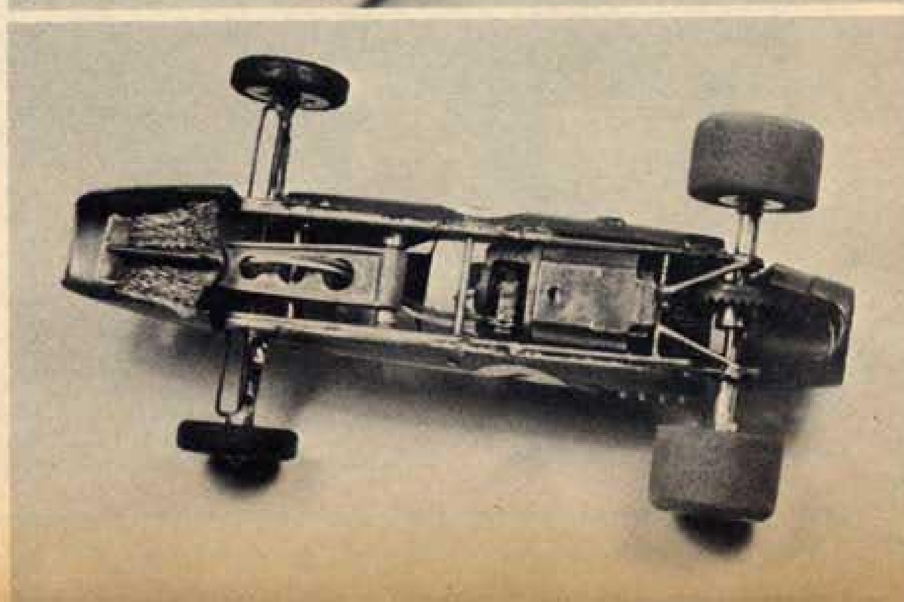
Pumping out power and speed around the local tracks, the Pittcan ran cool and smooth for hours of testing. Later it was found that putting a few small washers in beween the rear bracket and the motor to improve the weight distribution, also improved the already good handling and cut down a mite on that tire wear problem. Straightaway speeds were up to that of anything on all tracks, and braking was as good as cars powered by much lighter hemis. Now all that the completed Pittcan needs are tires that are slightly firmer than the half inch VC's, which ought to cure the stickiness in the turns and the wear problems once and for all. Although the big 5/8ths work well in this respect, things get a bit close in some of the narrower sports and GT type bodies.

Final notes on the set-up show that wicks and increased brush pressure do increase speed, *together*, but are useless separately. The shaft bends easily enough, so go softly when installing a pinion. Magnetizers, or at least most of those in L.A. don't make our Pittcan go one whit faster (if you don't believe it, go ahead, it won't do any harm). Rewind ing and 65A6 armatures can help, when done up right. And, lastly, concours friends can stuff a full driver in the new Pactra McLaren GP for a totally wild machine.

PARTS LIST

1—Pittman 6001 or 6001BB motor
1—Russkit #795 Mabuchi rear bracket
1—Dynamic .093 10 tooth pinion gear
1—Cox 31 to 37 tooth gear
1—Cox pickup guide
1—Cox drop arm (long)
1—1/8 inch O.D. tube
1—5/32nds inch O.D. tube
5—1/16th inch O.D. tube
2—stainless steel axles
2—Cox axle thrust nuts
1—pair VC grey tires (1/2 or 5/8)
1—pair Monogram 1/32 scale tires
1—set (4) anodized wheels
1—clear body
1—Cox Driver
1—1/16th inch stainless steel rod





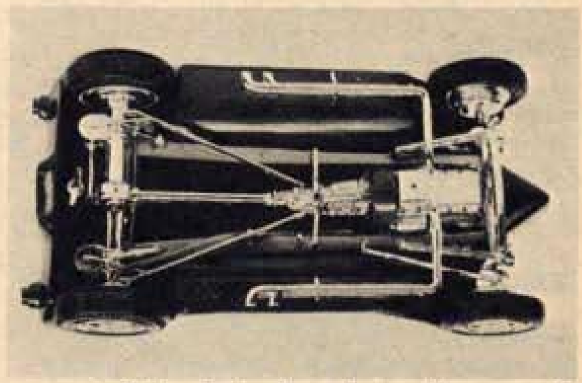
For Formula racing, the hairy looking Robertson BRM is just the boy for the job. Champion Tiremagic tires do the track grabing, while the "internal" diaplane holds the nose down. Equiped with ball bearings, the GP car had to have the rear bracket braced from the inside by a "vee" set up. Also used was the Cox magnesium drop arm and flag.



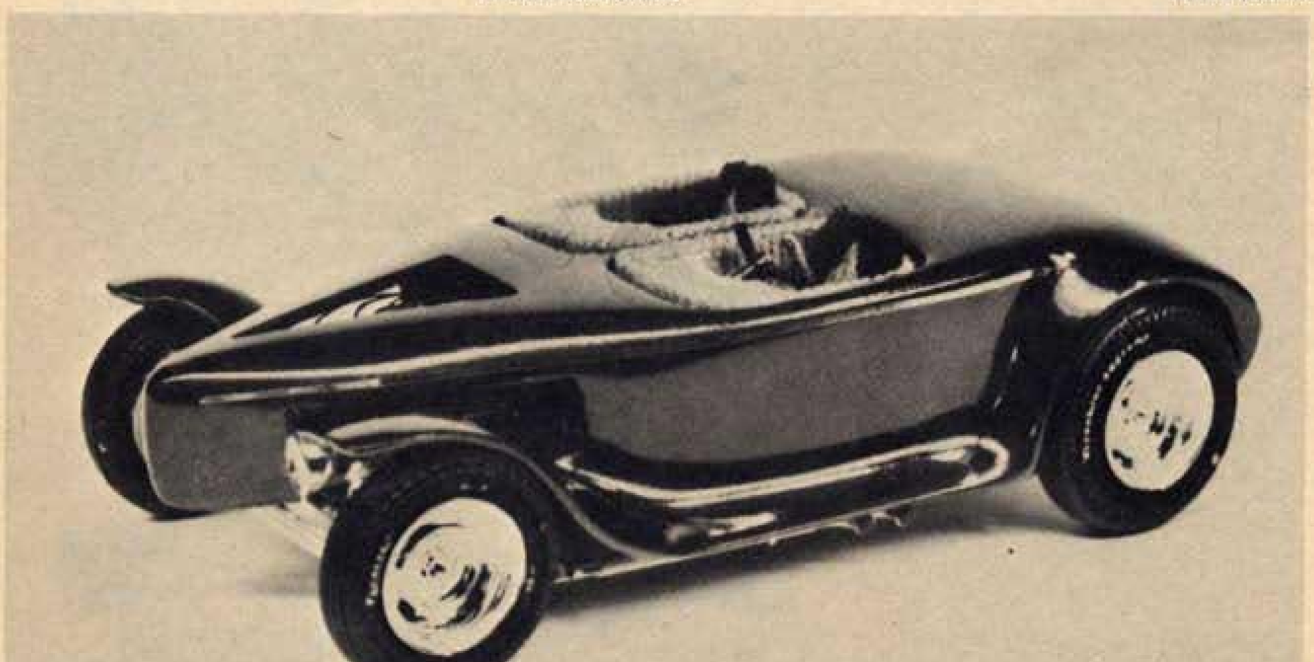
MCS: MODEL OF THE MONTH CONTEST



The rear was trimmed straight across, then filled with sheet styrene. Up front are two '40 Willys hoods, and bobbed fenders. The interior, done in red and gold corduroy, has been split into two and filled with plastic. Finish is hand rubbed candy red.



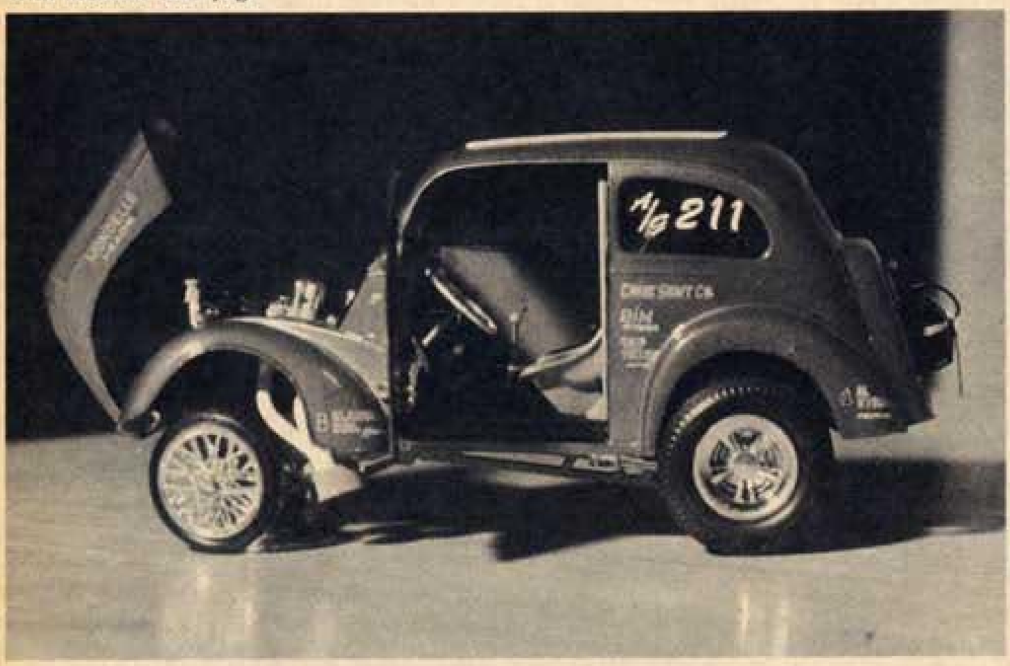
Below decks, where the machine meets the asphalt, the suspension is mostly Ala Kart, and the motor is an Olds with dual quads. Brake lines, ignition wires and fuel lines were added for detail points.



THE BOSSEST WHEELS. . . and winner of this month's $25 Savings Bond came from Chris Geiger, 111 Hendrickson Ave., North Merrick, N.Y. Reworked into a sano piece of street machinery, it's based on a sectioned '30 Ford Body, channeled over Model T fenders.



You say you want to go the Funny route without chaining yourself to the workbench? Take a hint from Mark Scruggs, Dallas, Texas, who kept his AMT Falcon strictly stock and nicely done. Finish is lemon lime metalflake, with metallic blue fog.

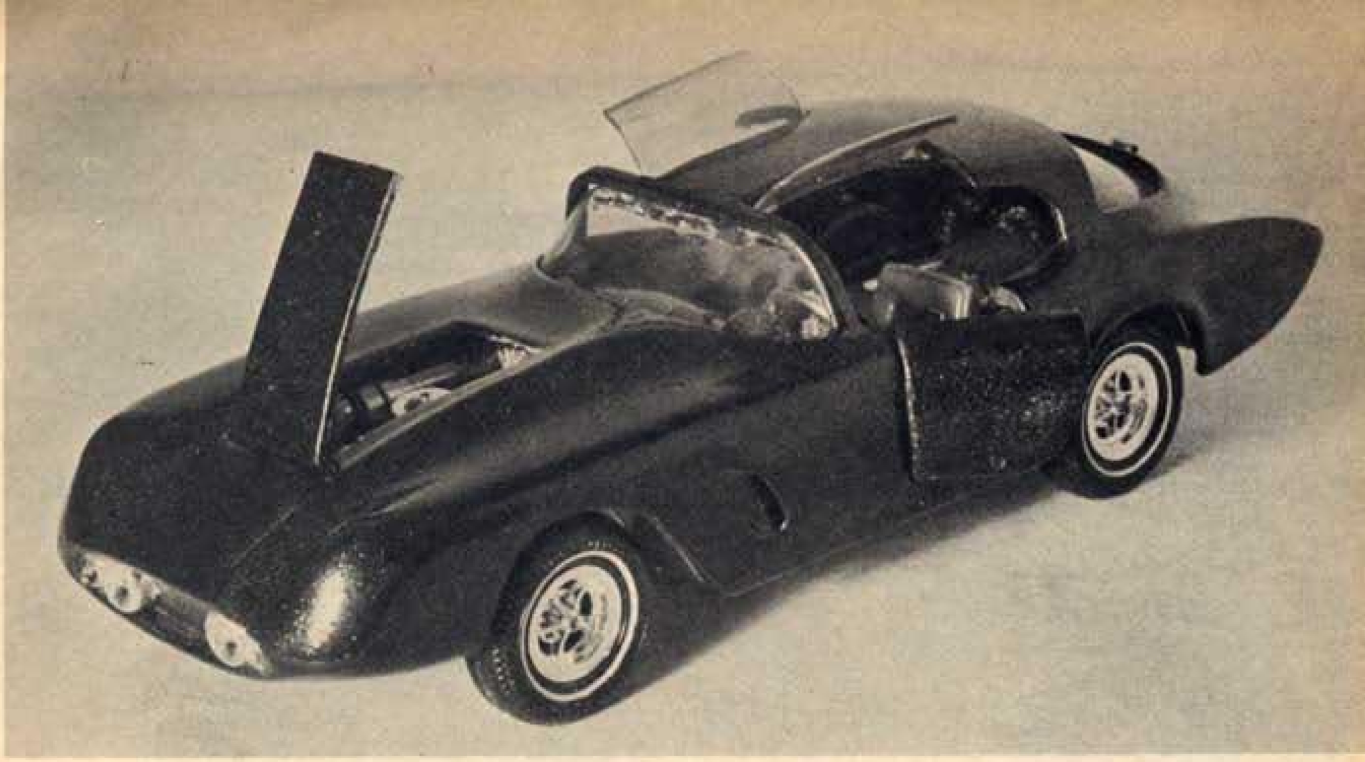


From Jim Keperling, Sterling, Ill., came this super done up '51 Anglia. Interior appointments include working steering, B&M hydro stick, roll cage, throttle pedal linkage, seat belts and shoulder harness.

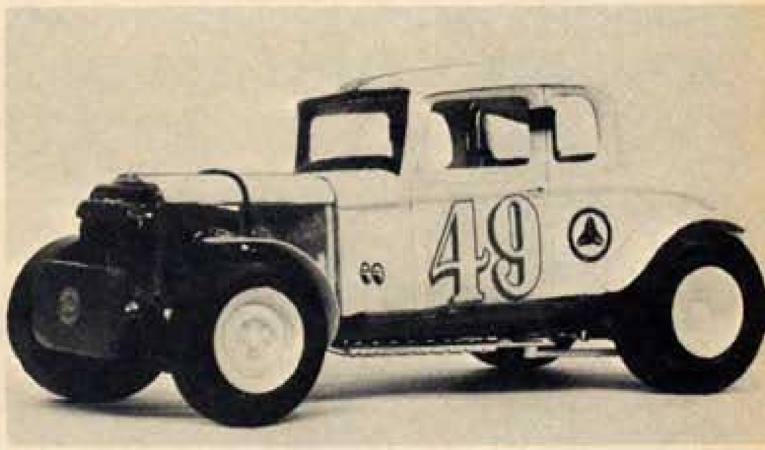
Strictly competition is this '63 Vette from Bill Branch, Renton, Wash.; mill and frame were lifted from the Orange Crate; wheelie rollers and a brass bumper were added on the rear. Whole show rides on a tube frame trailer with spring suspension.







Would you believe a '62 Corvette? That's what it was once, before Jim Rudy, Chevy Chase, Md., added a '57 T-Bird fastback, gullwing doors, and a scratch front with '65 T-Bird quad lights.



Another sample of Chris Geiger's tuff stuff is this '32 Ford coupe done up as a New York stocker. Rear window has been enlarged, fenders bobbed; engine is a wired slant 6 with three Weber carbs.





To build his Funny Chev ('64), Bill Fisher, North Riverside, Ill., gutted the interior, adding a full roll bar. Rear wheels were moved forward a scale 18"; front wheels a scale 12". Mill is a blown "409" with scoop from a Pontiac kit.



As a custom hauler, this '53 Ford pickup from Dave McMath, Spokane, Wash., looks mild; but check the front end . . . it's a '62 Corvair. Finish is metallic red lacquer, with an oak stained balsa bed.







Hot Drag is what's happening with this AMT Ford Tudor from Barry Billings, of Portage, Pa. The full-wired mill is AMT's "Mr. Speed" '53 Stude HT, with exhausts from their Hodge's Dodge.

Basically Barracuda (AMT's '66), this speed machine from Rick Norman, Canoga Park, Calif., is stacked with a High-Pow difference; nine kits went into building the mill, which sports a working dipstick, injector linkage, and cooling system.



HOW TO **SQUEEZE** MORE SPEED FROM A KIT CAR

It's easy . . . just take a good, medium-priced machine; add a few part-swaps; tune it to move out fast. . . . The result is a real quality hauler!

By MARK DETERS

What does it take, besides a certain amount of driving skill and a thumbfull of luck, to win a race? Well, without too much of a mental effort, it's obvous that you have to be running a first-rate piece of machinery. Your car should have a powerful motor, a lightweight chassis, true wheels, a good set of tires, proper gearing, etc., etc. And if it's also Concours inclined, then it has to sport an accurately scaled and well detailed body. Right! Great! but . . . and this is the real clincher question . . . how do you rig

Besides the Lola kit, you will need a pair of 1/24 Silastic slicks, a pair of 1/32 Silastics, a 3/16" Cox Nylon guide shoe, and a Cox 25 tooth gear.

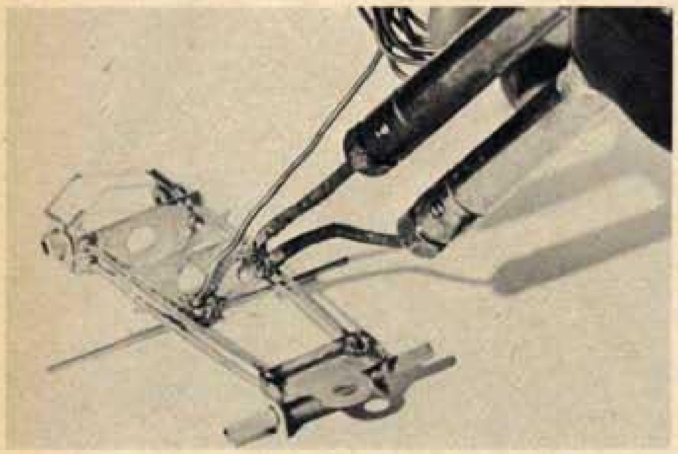


Competition Models 1/24 scale LOLA T-70 features an ultra-light chassis and a powerful motor. Like many of the other quality kits, it can be made to really haul . . . and look good doing it.

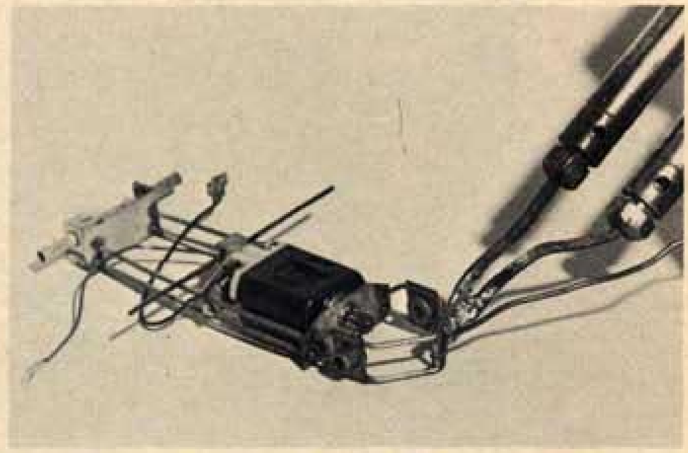
up a car like this without, first, killing yourself moneywise, and second, being an absolute speed genius?

Well, I'll tell you honestly, it isn't easy . . . but then, it isn't the hardest thing in the world to do either. To keep the cost within reason, what you'll need is a medium-priced kit that shows some high-priced quality potential. This may sound contradictory, but actually there must be at least half a hundred such kits available now. All they need to be real haulers is just a little extra love and attention during assembly . . . plus an occasional modification, or part swop. This is what's known in the trade as speed tuning; and a sharply tuned car is what's known in the trade as a winner.

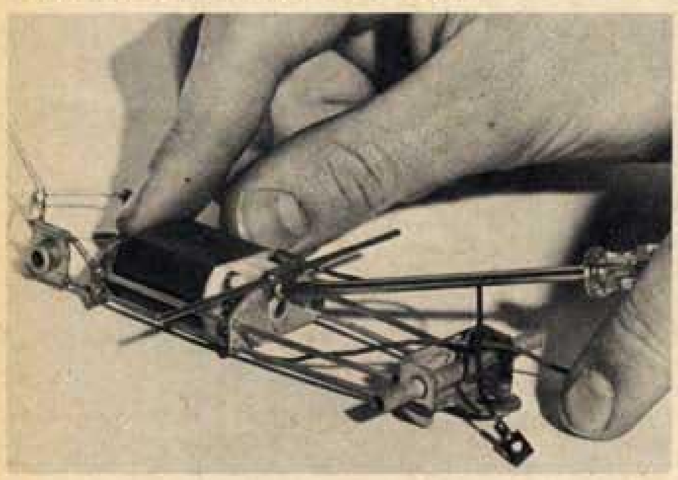
To show you what I mean, let's unleash Competition's Lola T-70. All year long, this 1/24 scale medium-priced machine (8.95) has been quietly growling around the commercial scene womping the opposition. Underneath the detailed-for-real, pre-painted vac-body, there's a very sano brass tube chassis and a high rpm CMX-1250 motor. Straight from the kit, this combination is fast. But, just add a Cox 25 tooth nylon crown gear, two pairs of Silastic slicks, and lower the body as far as possible . . . the result is a wild Lola that goes like tomorrow.



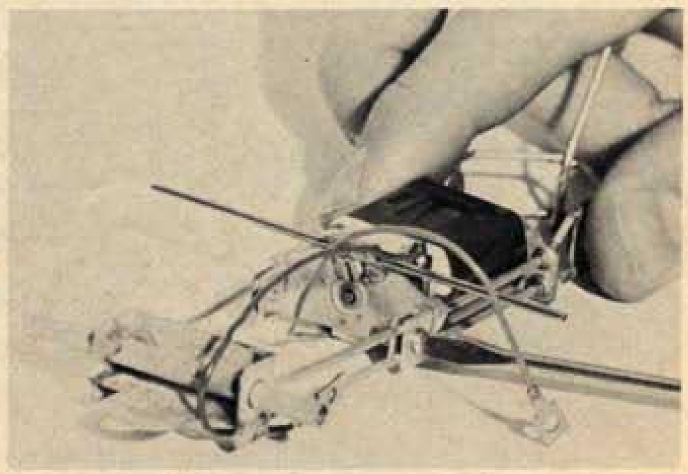
Begin building the chassis by soldering the brass tube body mount to the moveable motor mount.



While the soldering iron is hot, solder the rear body mount to the chassis. Get a good joint.

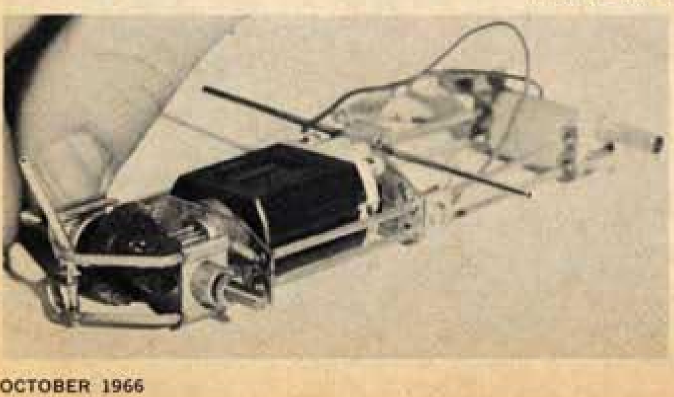


Using a small-tapping screw, fasten the motor to the motor mount.

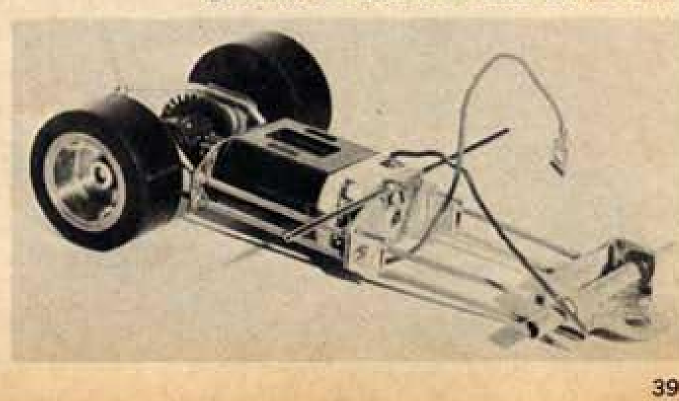


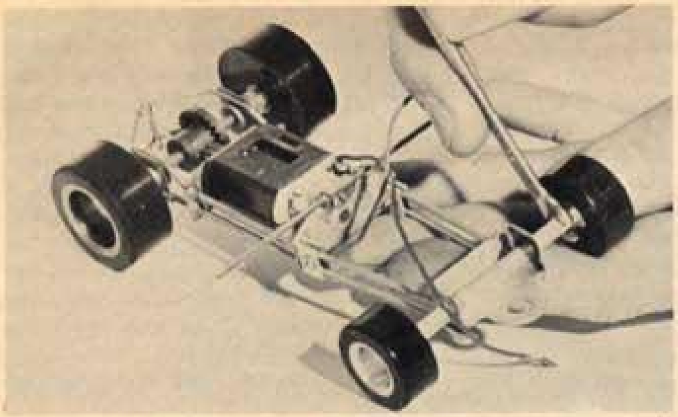
Again, using self-tapping screws, fasten the motor mount stops to the chassis.

Mount a Cox 25 tooth nylon gear on the rear axle. Put on the jam nuts.

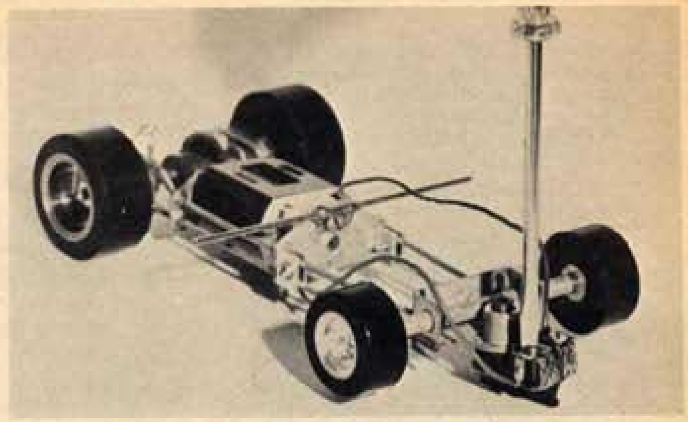


Mount the 1/24 Silastics on the rear axle. Be sure not to get them too tight or the axle will not turn.

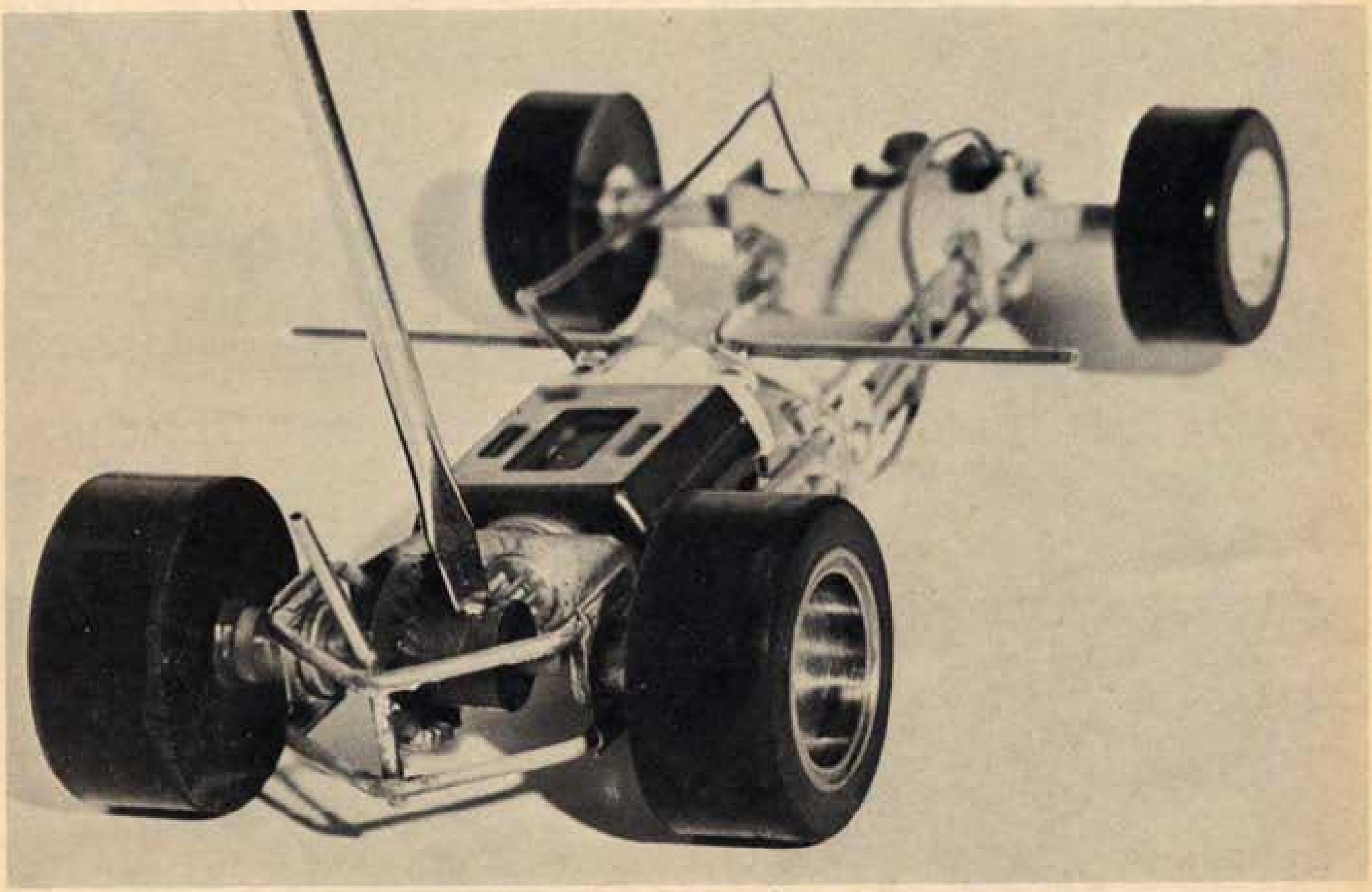




Mount the 1/32 Silastics on the front axle.



Secure a Cox 3/16" post guide shoe to the chassis and fasten the pick-up braids to it.

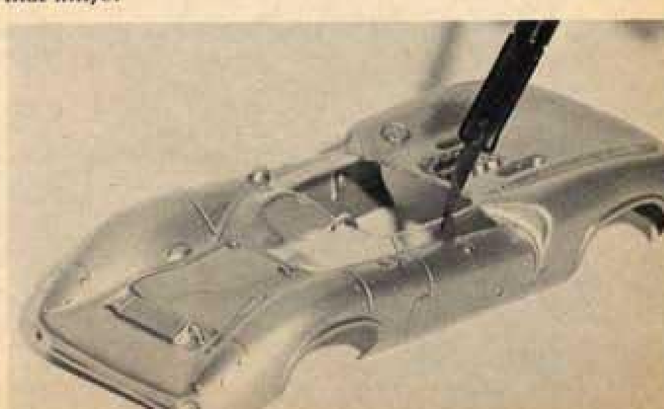


Adjust the gears to get the full potential of the motor to the track.

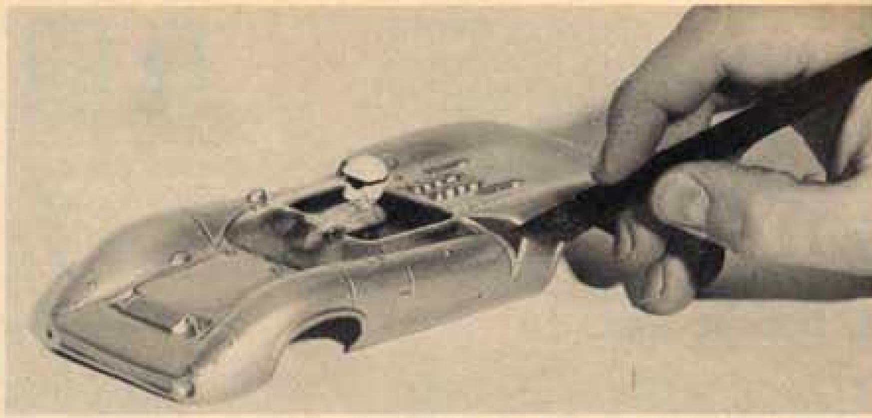
Oil the gears and bearings lightly. Then run the chassis slowly for several minutes to break in the motor and gears.



Cut the interior out of the stock Lola body. Be careful with that knife!

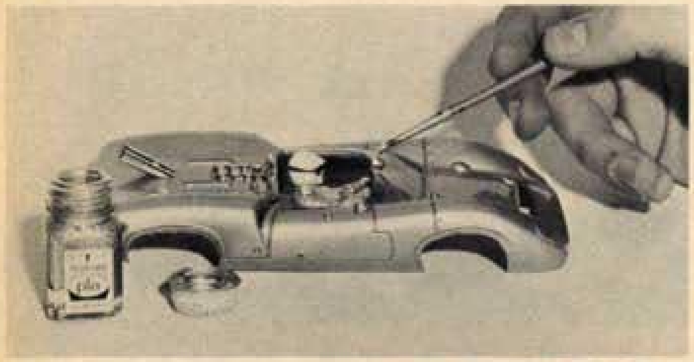






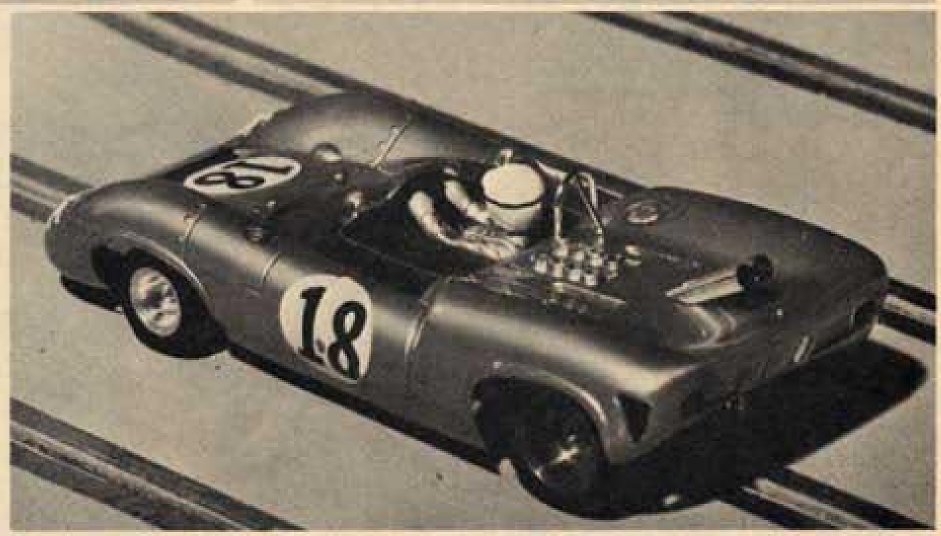
Cut out an interior from card stock and glue it in place.

Paint and glue a 1/24 scale driver into the interior. Cut out the air scoops on the side of the body.





Glue a roll bar and a set of exhaust pipes onto the body. Paint the body trim using silver and black paint. Mount the body on the chassis by pressing straight pins through the body into the body mount tubes. With those silastics on all fours, the finished car really hugs the corners. When racing other 1/24 sports cars with more power the LOLA T-70 still puts up a good fight!





SPEED SECRETS. . . IN HO SCALE

Ok, so maybe you think your scale goer is already the movingest machine around. But, honest, you've got a surprise coming. 'Cause, if you're willing to spend some time and effort, here's how it can be made to go still faster, handle better, and look absolutely sharp!

By BOB SCHLEICHER





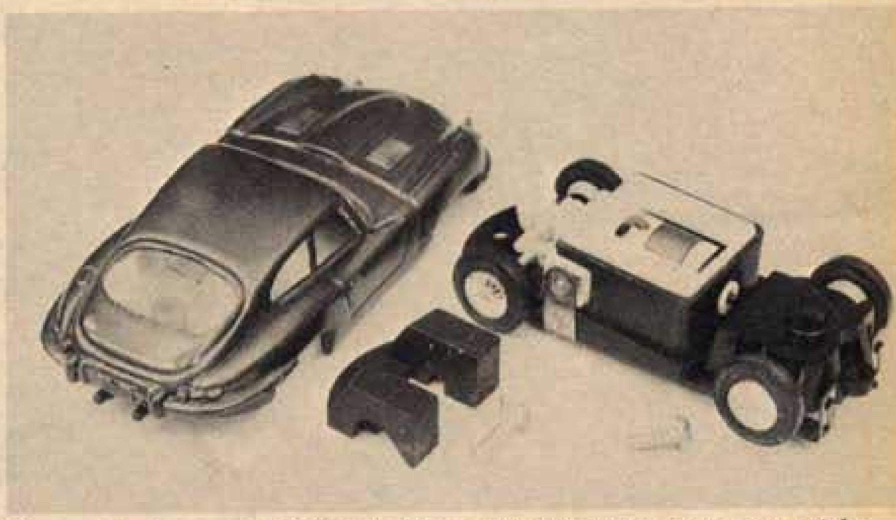
The Tyco HO scale XKE Jag is a fine car right from the factory. But, with a little tender loving effort on your part, plus a cover of white and some extra detailing, it can be one of the best HO-ers going!

When you're talking in terms of scale speed, a good HO machine has got to be nothing but a fast little demon. Straightaway bursts up to 200 mph (scale) happen every day. However, every HO car on the market has some area where a little extra effort can yield a vast improvement in both appearance and performance.

Consider for one thing, that very few HO-ers are actually *racing versions* of their full-size counterparts. The Tyco XKE Jaguar, for example, has full bumpers on both ends and no racing numbers or stripes. Obviously there's room for improvement. But, let's see what we can do . . . both inside and out.

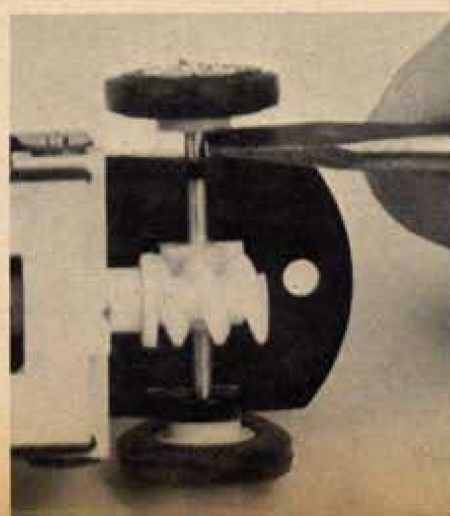
We selected the XKE Jag that Briggs Cunningham raced at Le Mans in 1962 as the prototype for our HO goer. Thus, to match the Cunningham car, it will be finished in white, with two blue stripes and the number ten.

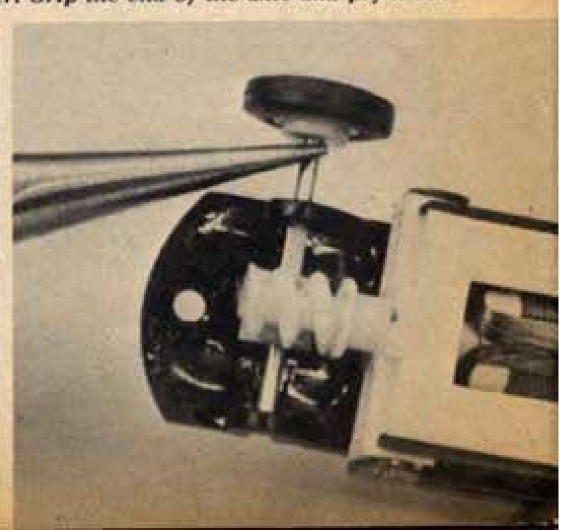
Underneath the body, our race tuning hints will help any Tyco car and they're

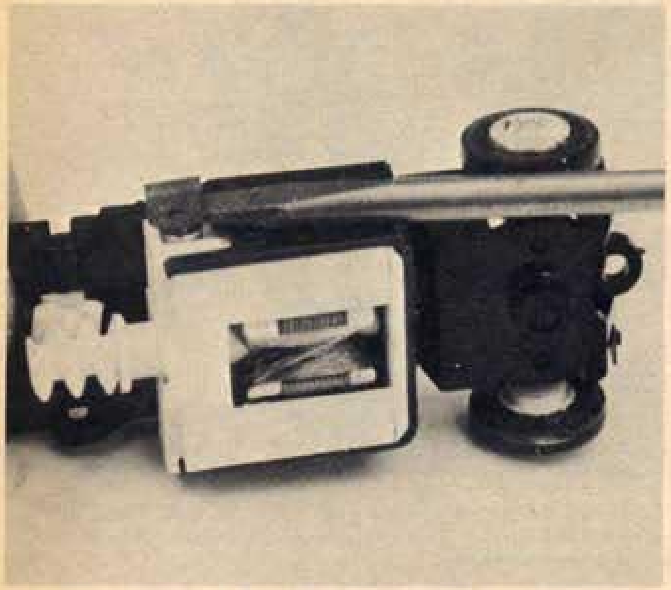


Remove the two screws holding the body to the chassis. Set screws, rear weight, and body aside while we work on the chassis.

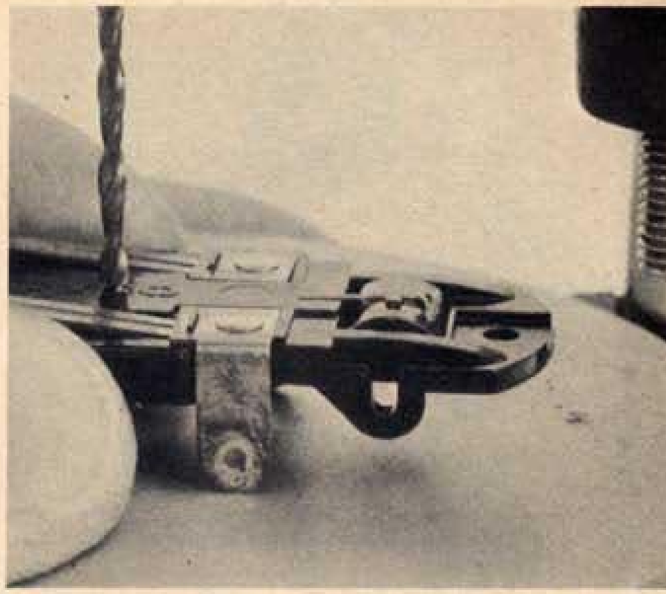
To begin the hop up, remove the rear axle assembly by prying off one wheel with a screwdriver. Grip the end of the axle and pry it out.



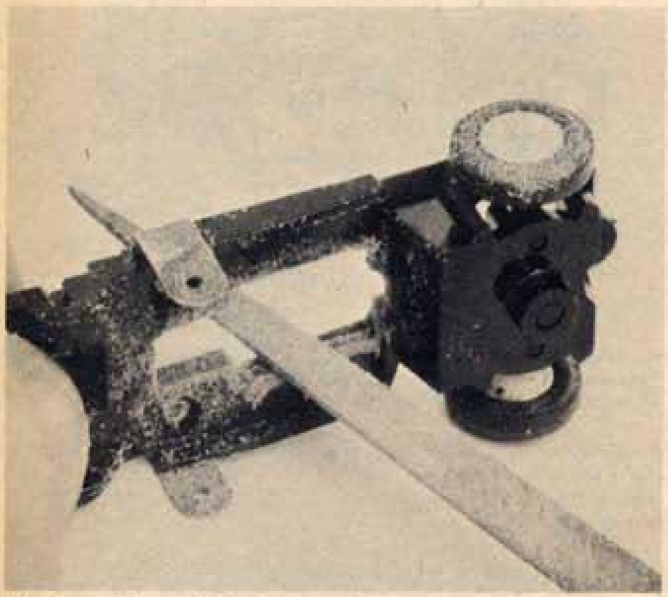




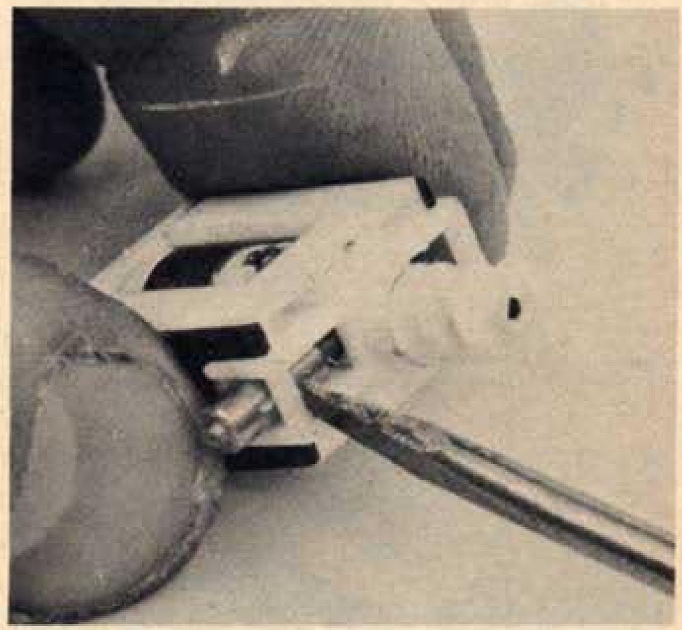
Spring open the clips holding the motor so that it can be removed from the chassis.



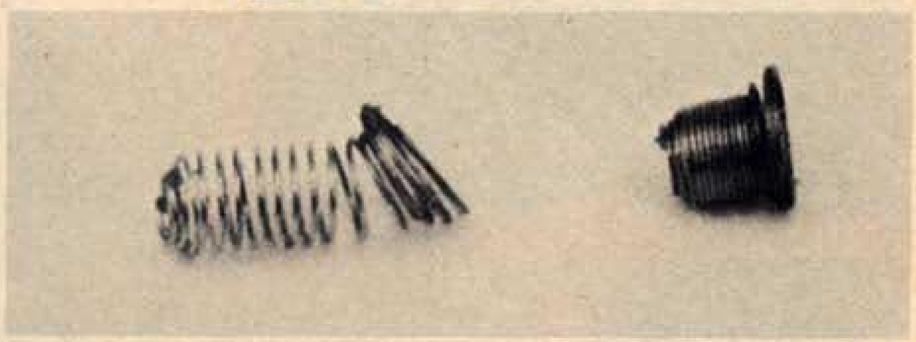
To start trimming the chassis, drill out the plastic directly under the motor area. Either a hand drill or drill press will do it.

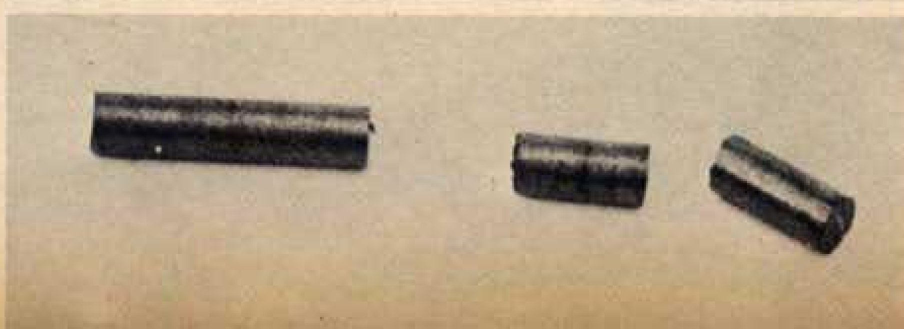


File down the opening between the pickup strips, as shown, to further reduce the weight and to improve motor cooling.

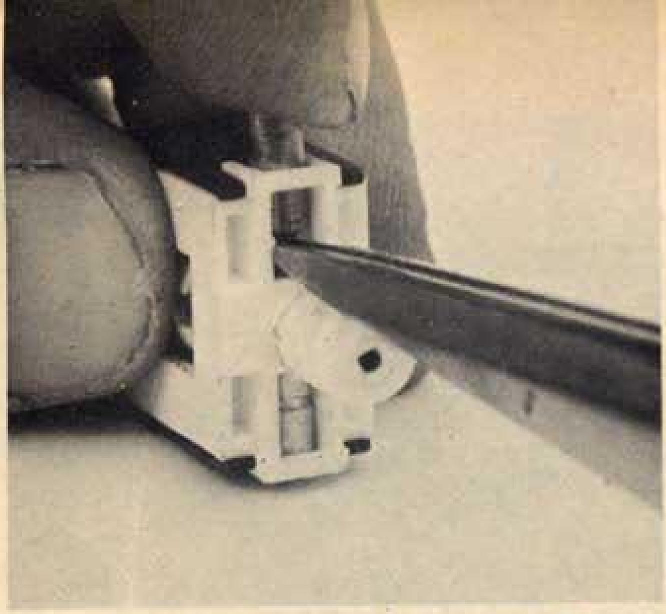


really quite simple. Mainly, they consist of lightening the body and chassis to provide a lower center of gravity; and lowering the body on the chassis for the same purpose. Brush tension, on the motor, is increased for better braking and higher speeds. And following the latest HO rage, the stock rear is replaced with AJ's silicones for better traction.

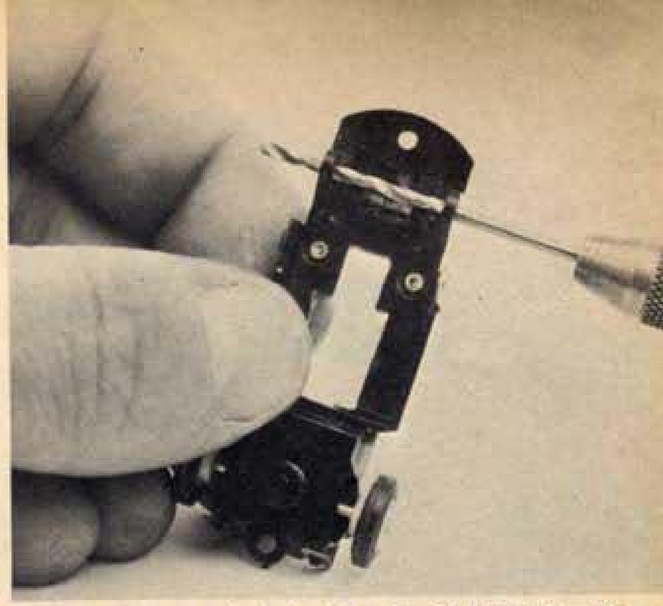




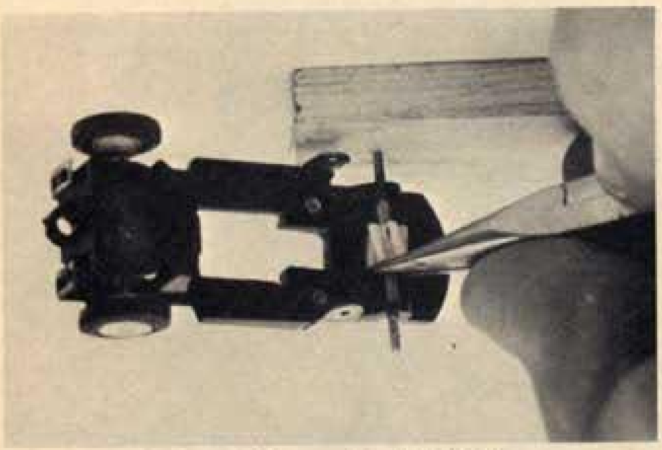
To sweeten the motor, first pry out the brass tubes that hold the brushes; stretch the brush spring to about 3 times its length to increase tension, and trim the brushes down by a half.



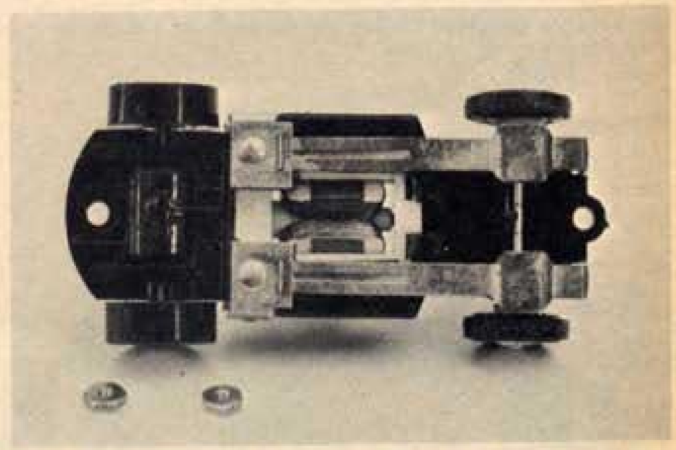
Replace the brush and spring and hold in place with tweezers while you snap the brass tube holder into place. Do this for both sides.



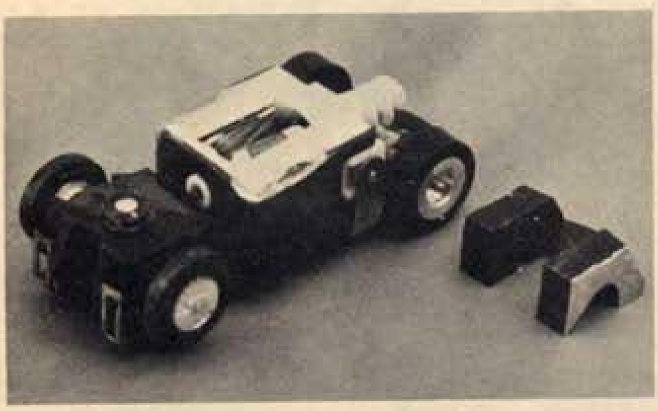
Drill out the rear axle hole with a No. 52 drill. Then file about 1/32 inch from each side of the frame up to the copper motor clips.



Install the AJ's threaded rear axle, with the Tyco gear in place, by shoving it through with pliers as shown.

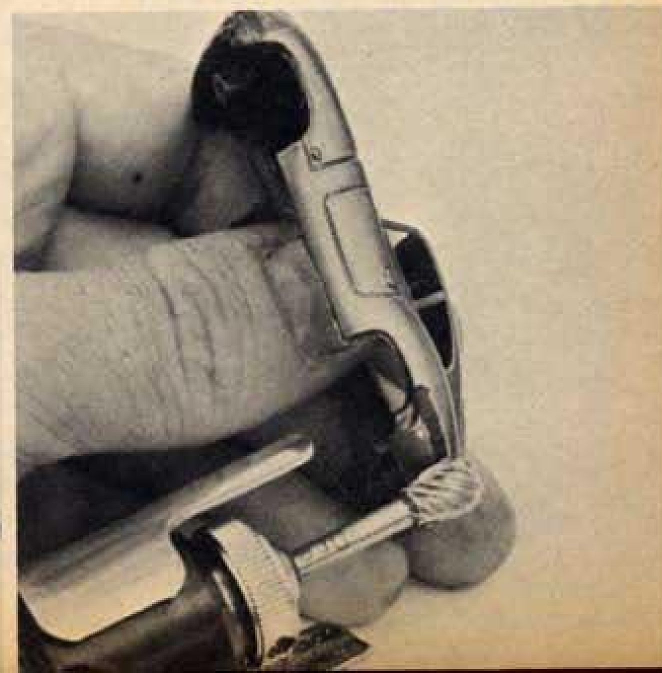


Thread the AJ's rear wheels onto the axle without the locknuts. Let the wheels bottom out on the ends of the threads to hold them in place.



Grind 1/32 inch from each side of the rear weight to clear the wider rear tires and set it in place on the chassis. Also shim off 1/32 inch from the front corners of the motor.

To begin the body conversion, pry out the windows, and grind off the front and rear bumpers flush; then cut 1/32 inch from each body mounting post.





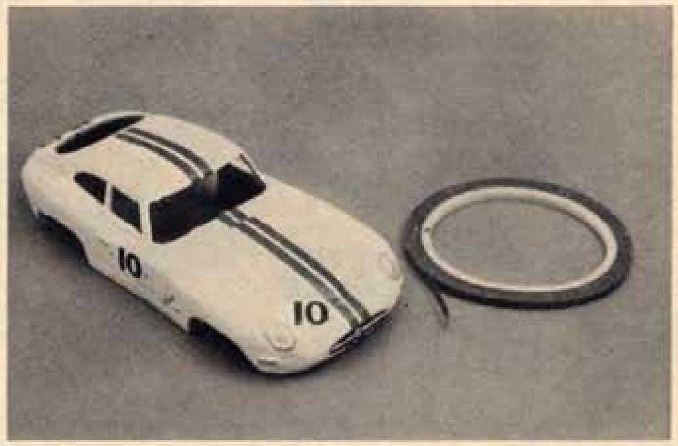




Use a Dremel Motor Tool to grind out the inside of the body. This way, over 50% of the weight can be removed.

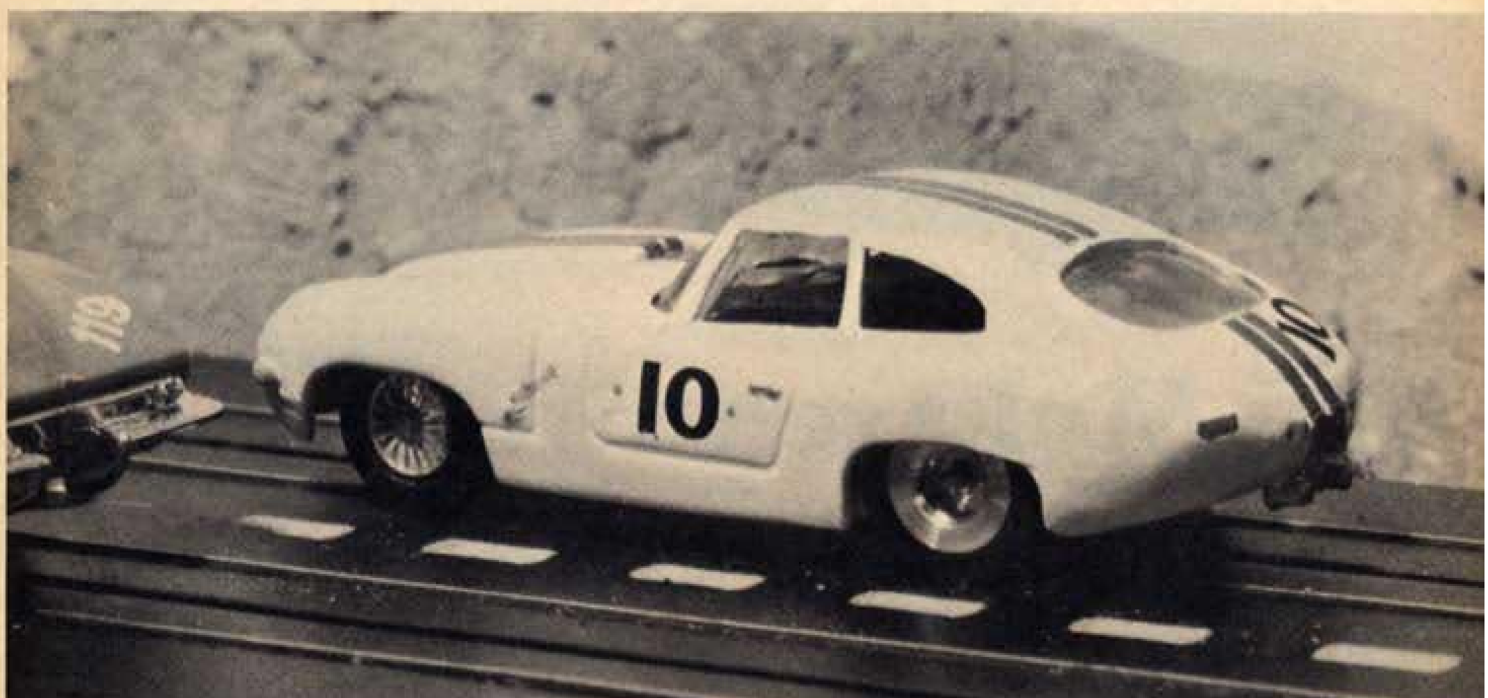
Sand the body smooth and spray on one coat of AMT black primer, then finish up with two coats of white.





Set the body on the chassis to check wheel clearance. The bottom edge of the front window will have to be ground off to clear the motor.

To match the Cunningham Jag, lay on two 1/16 inch blue stripes; the numbers are 5/32 inch Letraset dry transfer decals.

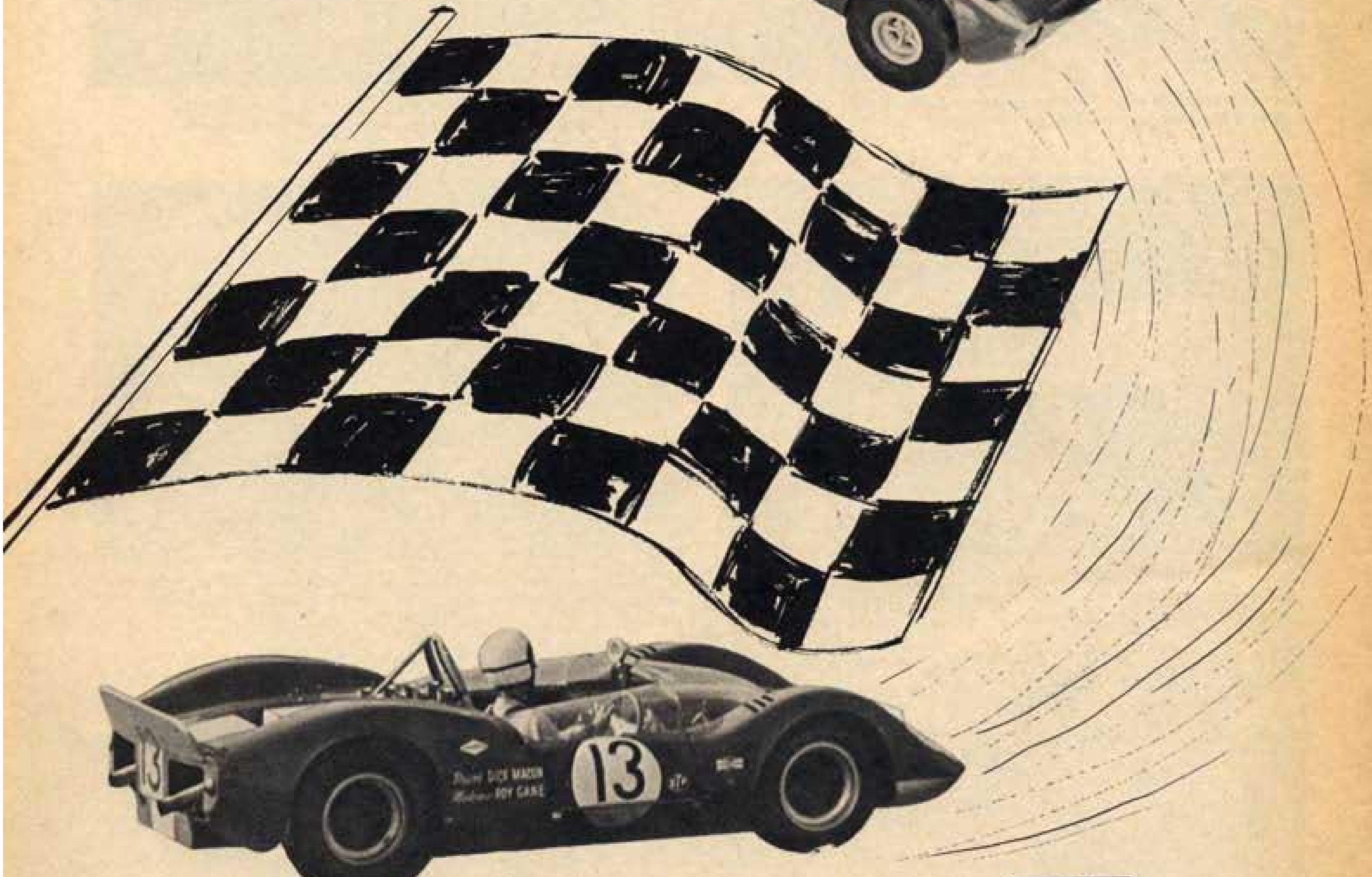


After a few hours, what was once just another XKE Jag, has become an extra sharp looking and sweet handling piece of pure racing machine.

For the Concours-inclined racer, Bruce McLaren's Elva-built machine offers what must be just about the ultimate in detail possibilities.



PORTFOLIO OF CHAMPIONS:



McLaren-Elva

By RAYMOND HOY

Number 3 in the MCS Concours Series on how to detail the pros for the real look in slot racing.

There have been many beautiful cars rolling off the assembly line at the Monogram plant in Morton Grove Illinois, but their latest effort – the 1/24 scale McLaren-Elva – is *the* most beautiful, in my opinion.

I dig "hairy" looking sports-racing machinery, and Bruce McLaren's design is the ultimate in Big-bore racing equipment.

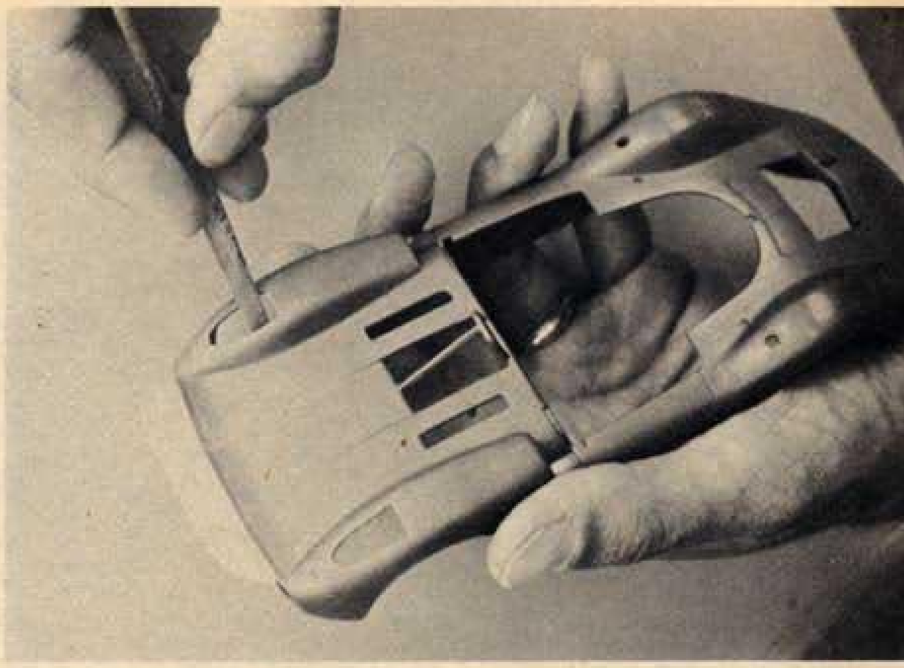
McLaren needs no introduction, since he has been one of the "chosen few" in international GP racing for several years. Few people realized, until the inception of the McLaren-Elva, that he was also a top designer! He designed the proto-

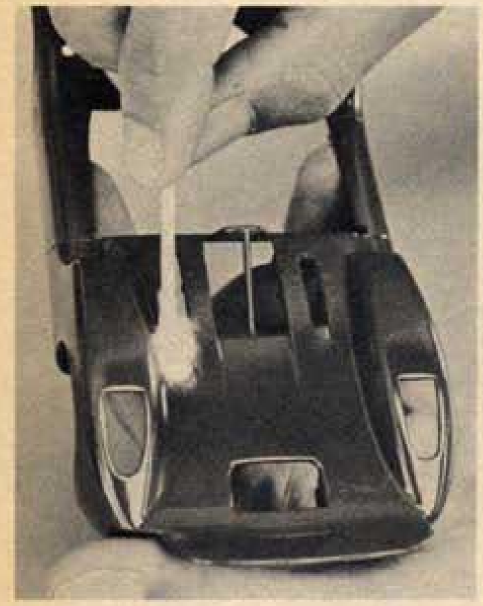
type of his sports-racing car and turned it over to the Elva Car Company for production. Hence the name McLaren-Elva.

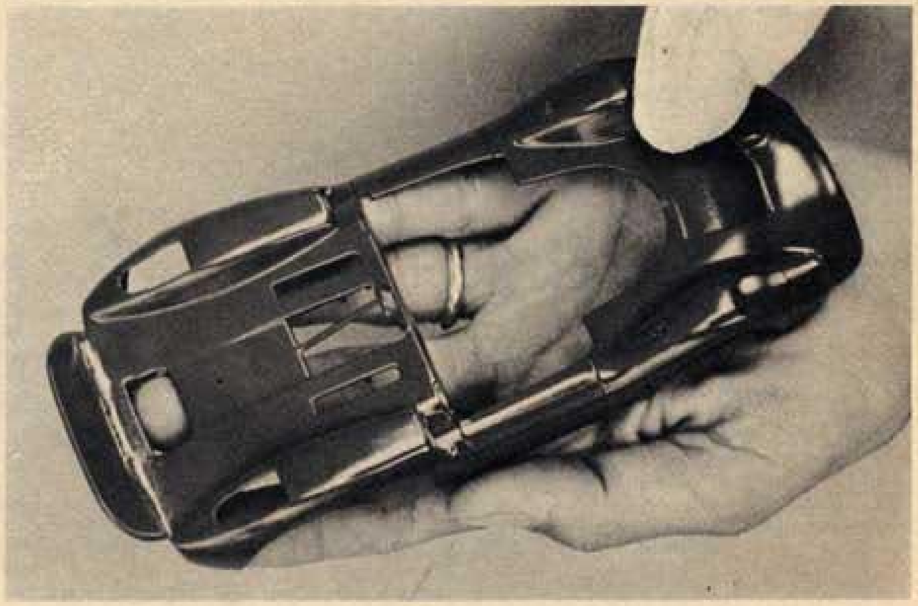
Approximately twenty of these cars have been built, and they're available in the U.S. for a paltry 12,500 *without* engine. How many do you want buddy?

The chassis is constructed of large diameter, mild steel tubing. The side members, while giving the impression of a monocoque-type chassis, are actually fuel tanks that help stiffen the cockpit.

Having puttied and sanded the shell, plus added a spoiler and diaplane, for even more streamlining we're "adding" vents in the rear fenders. If you want perfection when you paint, let the finish "cure" for several days, then rub it out with a soft cloth and body wax; a "Q-Tip" will handle any tight corners.









The suspension consists of coil springs, mounted on adjustable, telescopic Armstrong shocks, with unequal length A-arms on all four wheels. The steering is of rack and pinion design. Brakes are huge Girling discs.

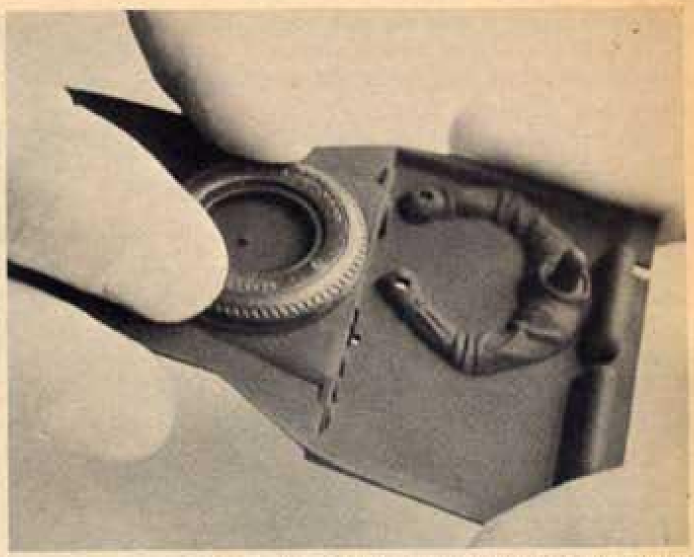
The original McLaren design used the aluminum block Olds F-85 engine, considerably modified. Chev and Ford engines are also popular. The Nickey Chevrolet people, out of Chicago, have used a Chevrolet V-8 with great success.

Total all-up weight with the Olds is only 1,250 lbs. Top speed is approximately 200 m.p.h.

Monogram has faithfully reproduced the McLaren Elva, right down to the last

Door lines and other recessed areas take on a greater realism when accented with tape or India Ink.





To squeeze out a few more concours points, slice a thin section from a spare tire (if you can afford it) and glue it in place in the spare tire well.





The stock Monogram wheel inserts look okay, but real mags would look even better. Sooo . . . try two pairs of Cox mags, retailing at $1.00 per. When done up properly, the Big Kiwi should sport enough detail for anybody. And those spoiler-n-diaplanes will really help speed-wise. As for motor and chassis modifying, do what you will, but make sure it's fast.



SPECS AT A GLANCE

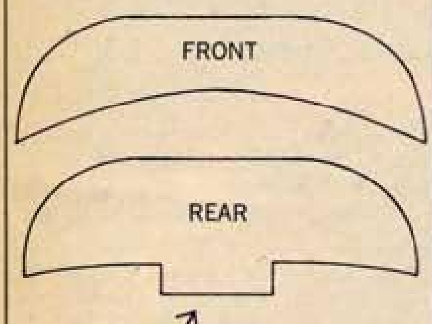
CAR TESTED: Monogram McLaren-Elva
PRICE: $9.00
SCALE: 1/24
KIT OR BUILT-UP: Kit
WHEELBASE: 91" (Measured directly from the model)
TREAD: 63.5" front and rear
FRAME: Aluminum, adjustable tread, non-adjustable wheelbase.
MOTOR: 600-B Mabuchi, 8 volt (Designated X-220S)
MOTOR POSITION: Sidewinder, adjustable fore and aft.
GEAR RATIO: 48T spur, 16T pinion — 3:1 ratio.
BODY MATERIAL: Injection moulded styrene, including decals and chrome accessories.
PICKUP TYPE: Drop arm, weighted.

PAINTING GUIDE

Color	Parts
FLAT BLACK — (Testor #49)	Cockpit and area around radiator, radiator hose (except hose clamp), and tips of exhaust stacks.
SILVER — (Testor #46)	Dash instruments, steering wheel spokes, rollbar, headlight covers, windscreen latches, radiator fins and hose clamp, goggles (rims only), and door hinges.
RED — (Testor #3)	Stoplight lenses, body shell, driver's helmet.
NATURAL WOOD — (Testor #41)	Steering wheel rim, driver's face (more realistic than flesh!).
BROWN — (Testor #40)	Driver's gloves.
WHITE — (Testor #45)	Driver's suit. Paint with Testor Dullcoat after applying white, to remove gloss.

SPOILER AND DIAPLANE TEMPLATES

Make from sheet plastic, not over .020" thick. Cut on the *outside* of the line by approximately ⅛", to allow some excess "trim" plastic that you can gradually remove with sandpaper. This will insure a perfect fit against the car body.

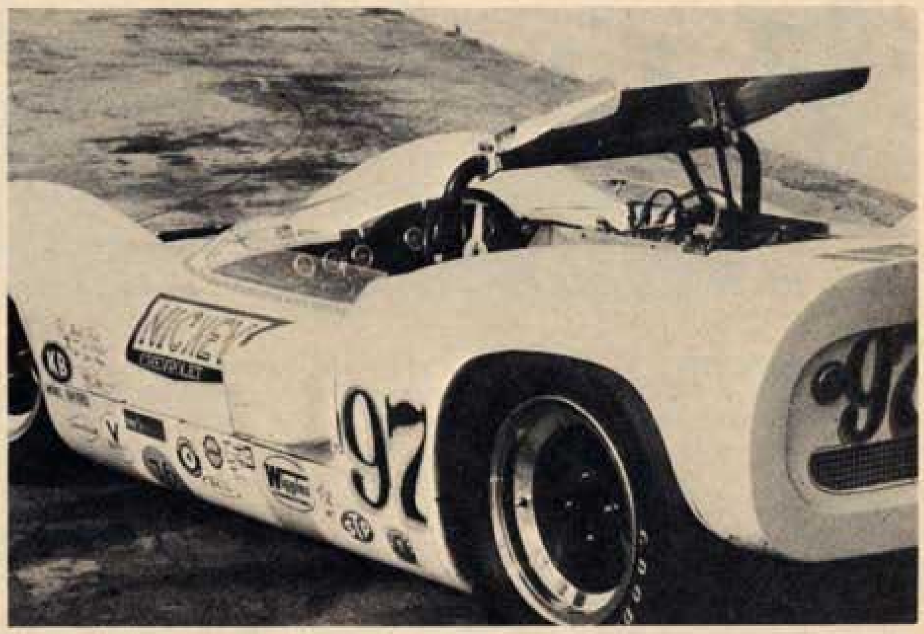


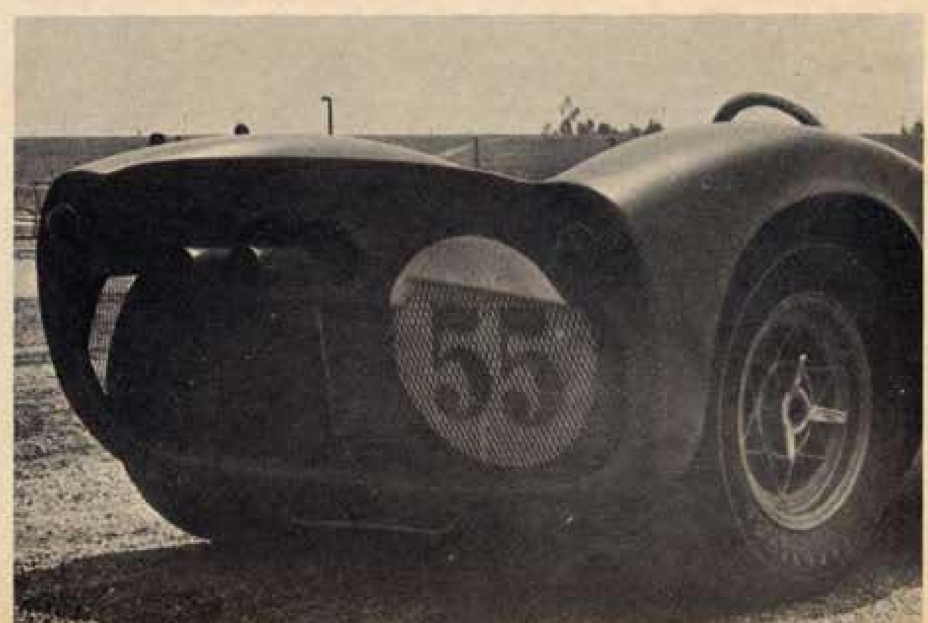
Cut a slit in the rear deck of the car to match this tab. Insert the tab and glue from the inside. Only a narrow bead of glue should be placed on the edges of plastic spoiler where they come in contact with the surface of the body shell, to avoid smearing.

nut and bolt. It's just a beautiful kit — that sums it all up.

This kit makes into a marvelous looking machine if you just do a careful job of building. If you take the time to really hang on a few exotic bits and pieces to add that extra touch of class, you'll have a machine that is capable of winning both the Concours, *and* the main event.

Decal-wise, you can have a veritable blow-out; this Mark 2 version of the McLaren ran with a bundle, plus a hairy midship spoiler.

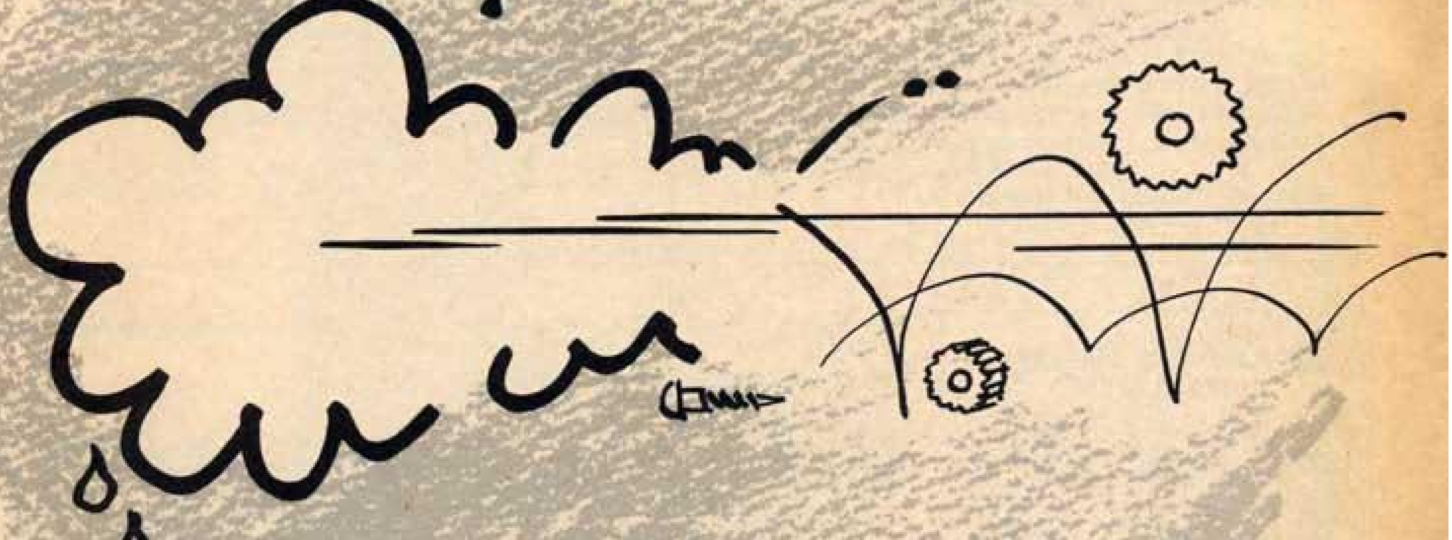




A contender on the USRRC trail, this modified version of the McLaren Mark 1 sports a bobbed rear, with a built-in, slightly raised spoiler effect.

HOW TO BUILD THE

"BaD-MoBILe"



Have the Concours fans been giving you a bad time just because your cars are nothing-looking? Well, here's how to really show 'em . . . Build a hairy heap that's the ultimate in ugly!!

By GEORGE SIPOSS

If you just can't seem to be able to put a decent looking car together, have you ever thought of building something really awful? Honest! Why not try a car that's a mess to begin with . . . like Aurora's Demolition Demon, a 1/32nd sedan that's hopelessly hung up. For 49¢, Aurora will swop you a kit of parts that are all bent out of shape . . . *intentionally.*

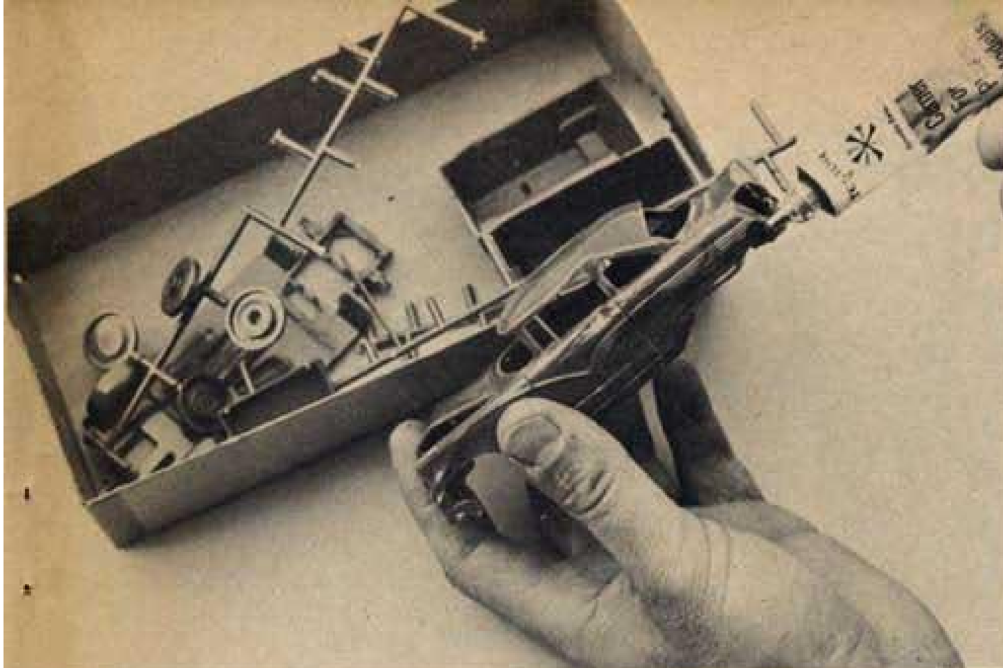
Their demolition derby racer is a beautiful copy (in an ugly sort of way) of those full-size ratle-traps that take part in a rather unique contest. Several old, but still gasping, sedans are lined up on a large field and at the starter's signal start bashing into each other. They keep at it, until only one is still in running condition. Some folks wince at such doings; but a lot of people also feel that it's better for an old car to go down fighting, than to be simply hauled away to the junkyard. Right! Yeah!

In any case, Aurora's got a hairy looking model, that converts, in the ultimate in easy, into a slot charger that's really something else! To take to the track, only the hood, trunk, fenders and main body are needed. For the running gear, a K&B 1/32 scale sidewinder chassis and Challenger motor combination will fit with just a little trimming of the wheel wells. For body mounts, the interior of a K&B Barracuda, Mustang, etc., will provide a perfect setup; plus it gives you a driver, and the whole thing fits perfectly.

With the exception of number decals, a D.D. racer usually sports mostly stock detailing. So, anything you might want on the outside is fine. The body can



The '57 Ford Demolition Demon by Aurora makes for a weird showpiece just standing still; add running gear and it becomes a fast-n-hairy heap.



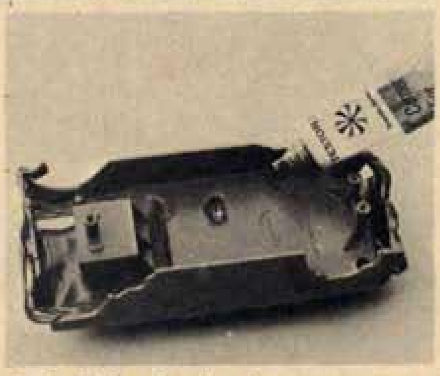
be sprayed with a light color here and there to simulate scraped off paint. And if you feel the urge to put more dents in the body, simply touch a hot soldering iron to the spots you want "customized".

If some uninitiated bore should ever give you a mouthful of static about running what looks like a heap, just tweak that hand controller and let the Challenger power peal out. Then turn casually to the clod and advise him that he'd best keep his car clear of your "Bad-mobile" or it might get womped.

Just a few minutes worth of cement will take care of the body assembly; all that's needed is the main body unit, so stow the interior.



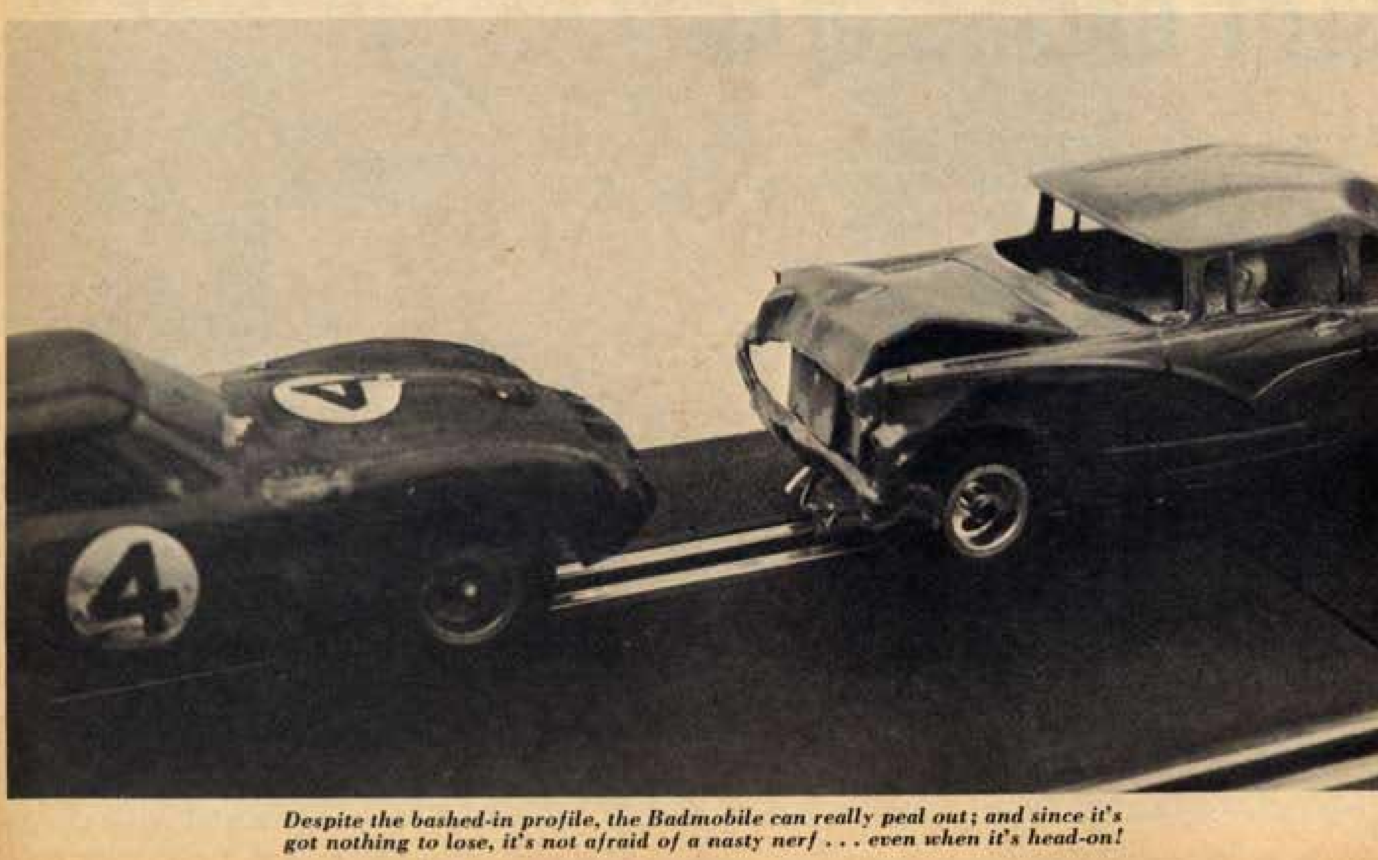
For a quick set of body mounts, you can lift the interior from a K&B 1/32 scale Mustang; just cut off the four holding tabs.



Only slight trimming is necessary to fit the Mustang interior into the Badmobile body; cement in place and let dry overnight.



When you add the K&B sidewinder frame and Challenger motor combination (lifted from a 1/32 RTR), check for wheel clearance and trim as necessary.



Despite the bashed-in profile, the Badmobile can really peal out; and since it's got nothing to lose, it's not afraid of a nasty nerf . . . even when it's head-on!



IS 1/32ND SCALE SLOT RACING DEAD??

It's such a rare day lately that we hear any news about the "middle" scale racing scene, that a fan can't help but wonder if the whole thing hasn't up and died and gone to a better world!

BY DALLAS CAIN

When offered a chance to get in a few licks on the 1/32nd question, MCS's own ex-Midwesterner, Ray Hoy, made a mad dash for his typewriter. His fearless comments follow. Ed.

Is 1/32 dead? Or even dying? Don't you believe it! Okay, maybe 1/24 does outsell 1/32 three to one (if you don't count home sets). But that's mainly because of the great influx of newcomers who have no place to race than the commercial tracks. If you've ever raced a 1/32 on a 240' circuit, you know that they're just not happy on these big tracks. It's only natural to buy a 1/24 machine for this kind of racing.

However, if it's competition instead of sales that counts, then the hottest scale around is obviously 1/32. Club and home racing is the "heart" of slot racing. And more and more fans are bound to discover 1/32, when they grow disenchanted with the colorless high-speed "drone" commercial tracks. What they'll want is the landscaped, challenging home "pro" circuits . . . where 1/32 scale is KING!

Of the three great scales in slot racing, at least one has been ignored from time to time. For a pitifully long period, the forgotten scale was HO. But things are getting better for the wee car fans, and now 1/32nd is slipping into the shadows. Here's hoping it won't be forever.

You may not believe this, but once upon a time, nobody in his right scale mind would even touch a 1/24th or 1/25th sized machine. You'd have been soundly drummed out of the local racing club for being a renegade, an unashamed lover of super-sized detail, a veritable pig for plastic! During the early days of model car racing (which actually somehow still seems like only yesterday), the scale to race was 1/32nd. It was the standard of the sport ever since the first Thumb reached across the Great Waters from England.

As slot racing started to take hold in the U.S. of A., it was 1/32nd scale (Strombecker and several British-made layouts in particular) that brought in most of the converts. And when the bigger plastic people turned their attention to the ever booming business, at least half of their efforts centered on the popular "middle" scale. Then, suddenly, the obvious thing happened. Almost overnight, we were wadding up to our thumb knuckles in commercial raceways; and scale interest took a hot turn for something big.

At first, many of the smaller tracks that opened were fine for 1/32. They weren't anything fantastic, but the size was right . . . at least your car didn't look like a plastic pimple lost somewhere on the Los Angeles Freeway Interchange! But, then came the newer, longer, faster, professional tracks. The BOOM was on. Enterprising slot racers hurriedly slapped together race-adromes all over the country, with more high speed tracks, with broad curves and steep banks. One consequence was that more and more New Thumbs got their first workout at the "local" center, watching the "big" cars r-o-a-r down the straights and up into the turns. And they picked up the fever!

Meanwhile, what happened to the once-favorite middle scale. Well, for one thing, it went underground . . . or rather, it stayed home on Saturday nights. From time to time, various opinionators estimated that anywhere from 50-to-70% of all slot racing was and still is being done at home (this also includes private clubs). This meant, of course, that all that high-speed action burning up the commercial centers was proportionally akin to an eyelash on an elephant. In other words, when you consider the

total scene, 1/24th scale machines really weren't and still aren't the most popular things going. Only, you wouldn't know it.

Most of the noise on the scale racing scene concerns the "big" cars . . . races, promotions, new accessories, new cars, etc., etc. The ready-to-run and one-of-a-kind type machines, for example, are almost all in 1/24th. And throughout 1966, only a few companies have lately released anything new in 1/32nd. Just flip through any of the model mags . . . it's a rare issue that carries an ad for "middle" scale goodies. The situation has gotten so bad, in fact, that 1/32nd has started to look like HO (which as a scale has got to be the world's most overlooked . . . but that's anther gripe).

Back in England, meanwhile, what has happened in the U.S. is starting to come to pass all over again . . . but with a difference. In a recent issue of *Miniature Auto*, "Britain's First Model Car Magazine", editor Darryl Reach expressed himself generally pleased with the trend toward 1/24th. After several years of waiting, the British Thumbs will now have a number of commercial centers (at least four already in operation). Since 1/32nd has dominated the racing scene in Britain almost from the beginning, Mr. Reach sees the growth of 1/24th as sort of "balancing the scales." In addition, he feels that the swing to both commercial centers and 1/24th will encourage the formation of racing clubs. How is this?

Well, for one reason, the absolutely brilliant British track operators are directing a good part of their promotions toward club reservations. By this system, a racing club can rent one or more tracks (at a discount rate) for an hour or the whole evening. The operator is guaranteed a certain income; in return, he helps set up the club, promote the races, plus provide technical assistance and repair equipment. The Thumbs couldn't have it softer.

However, unlike the U.S. scene, it's doubtful that the British racing circles will ever let go of 1/32nd. No matter how much promotion goes into big commercial racing, 1/32nd is and will remain the most popular scale. While we will continue to go through repeated spells of doubt and confusion, slot racing will continue to grow in Britain (and Europe) upon its solid "stay-at-home" base. While the burst of activity in this country around 1/24th scale racing will continue to choke off much of the money that should be going into 1/32nd, the British manufacturers hardly seem likely to abandon an obviously successful, money-making operation.

What we're saying, in effect is not that American Thumbs should turn up their knuckles at 1/24th; but rather that the whole sport would be certainly healthier if a few more companies paid a bit more attention to 1/32nd . . . and HO, for that matter! The heavy emphasis on commercial racing is simply hurting the entire scene; who wants to take up racing if all the good stuff is in 1/24th scale, and the local center just folded! It just isn't a very comfortable feeling to have put \$10, \$15, or \$20 into a big high-speed machine and accessories, only to have no place to open her up!

So, how about it, Mr. Manufacturer? Don't you think perhaps it's time you took a look around the slot racing scene to see if maybe you've forgotten somebody . . . namely the hundreds of thousands of us who'd rather race at home.

Without realizing it, the hot drivers on the growing number of semi-pro company teams are womping 1/32 racing, by making such a big thing about 1/24 high-speed machinery.



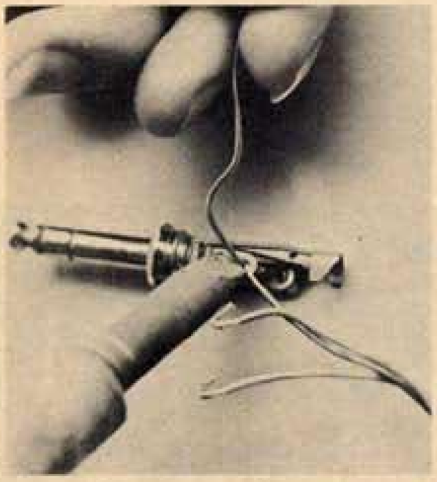
QUICK CONNECT PROBLEM SOLVER

You say your controller is equipped with a phone plug, but your local track isn't? No problem! Read this, and you can have both 'gators and a plug on the same Thumb Pump.

By Ray Hoy

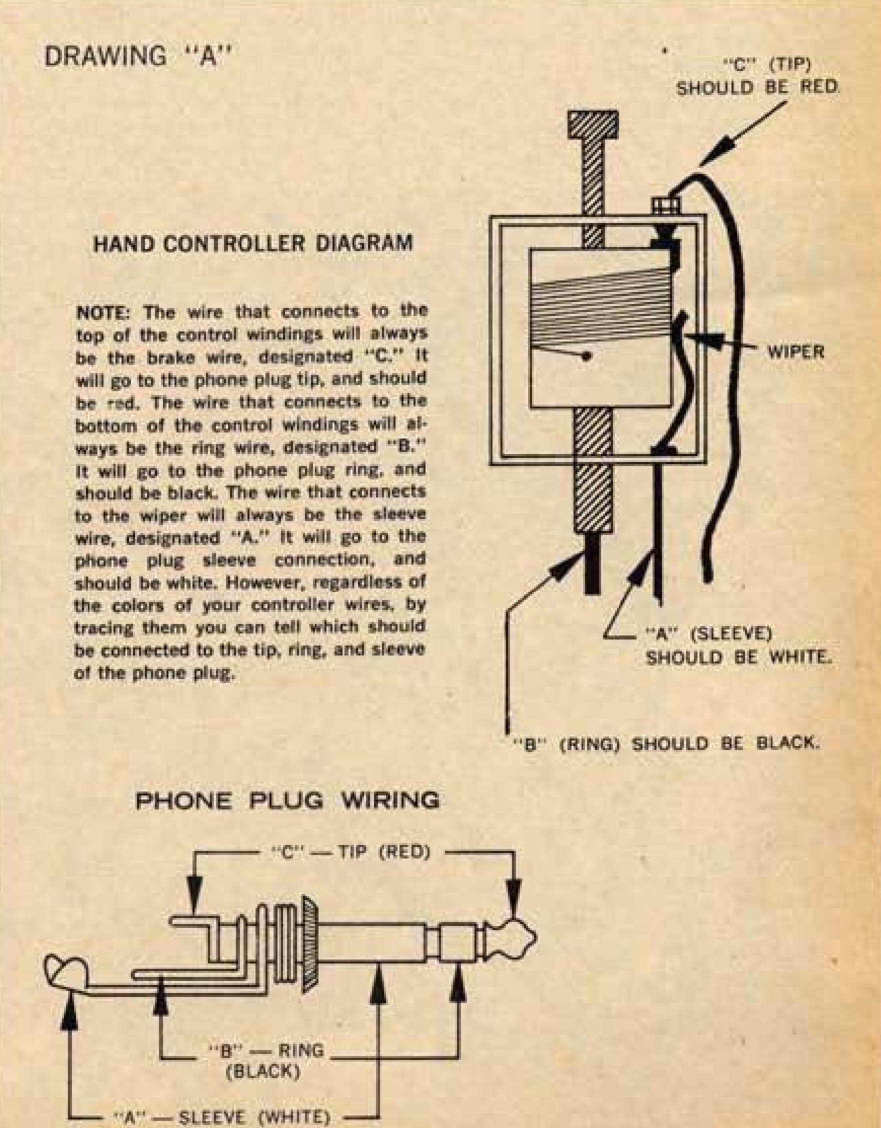
I imagine you've encountered this problem at one time or another, the same as I have. You have walked into a slot racing shop, paid your money for track time, then discovered that the track will only accept a controller set up with alligator clips. Naturally, yours has a phone jack!

Here's the simplest of gadgets to cure this aggravating problem. It's inexpensive and easy to build, and once you have it in your "arsenal" you'll never again be caught without it. It's a phone jack, wired to three wires that terminate in alligator clips. All you have to do is set your controller up with a phone plug.

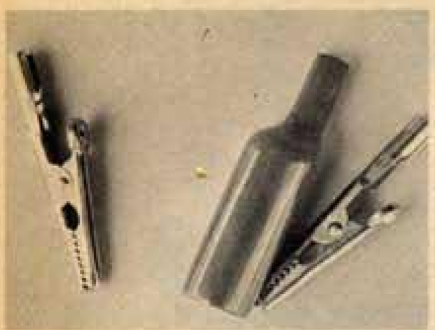




To equip your controller with a phone plug, first remove the alligator clips, strip 3/8" of insulation away, then thread the wires through the handle and solder to the proper phone plug terminals, as shown in drawing "A." Screw the handle onto the plug again, when you are done.



NOTE: The wire that connects to the top of the control windings will always be the brake wire, designated "C." It will go to the phone plug tip, and should be red. The wire that connects to the bottom of the control windings will always be the ring wire, designated "B." It will go to the phone plug ring, and should be black. The wire that connects to the wiper will always be the sleeve wire, designated "A." It will go to the phone plug sleeve connection, and should be white. However, regardless of the colors of your controller wires, by tracing them you can tell which should be connected to the tip, ring, and sleeve of the phone plug.

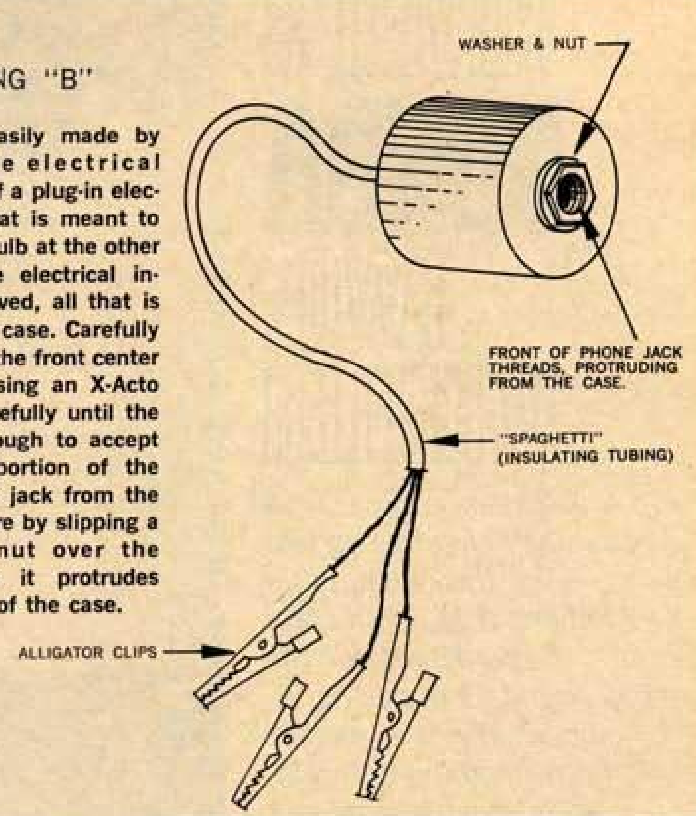


To build the connector, obtain three alligator clips (or use your old ones). You can use plain types (left), or insulated (right).

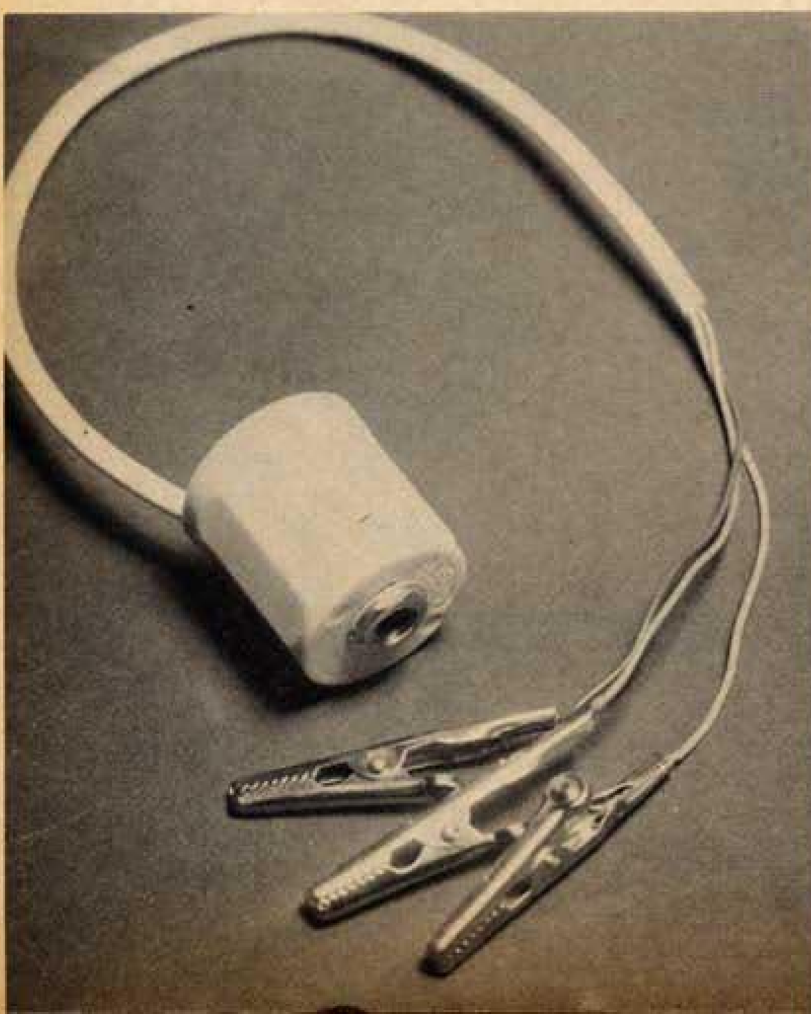
The plug can be used without the adaptor, when racing on a track equipped for phone plugs. When you find that contrary track that is wired strictly for alligator clips, haul out your brain-child and plug your controller into the phone jack. Now clip the three wires that terminate in alligator clips to the track studs, and you're ready to race! What could be easier? With this gadget, you're *never* caught out in the cold.

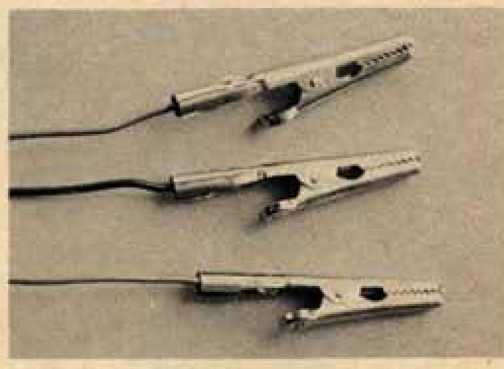
DRAWING "B"

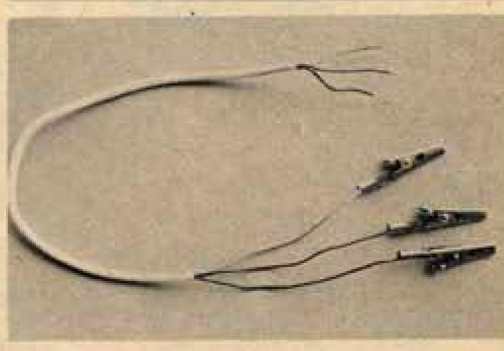
The case is easily made by punching the electrical "prongs" out of a plug-in electrical socket that is meant to accept a light bulb at the other end. When the electrical insides are removed, all that is left is a plastic case. Carefully ream a hole in the front center of the case, using an X-Acto knife. Work carefully until the hole is big enough to accept the threaded portion of the jack. Insert the jack from the back, and secure by slipping a washer and nut over the threads where it protrudes from the front of the case.



Cut three pieces of #20 gauge, insulated, and stranded wire, to approximately 10" lengths. Strip ⅜" of insulation from each end of each wire. Solder a wire to each alligator clip. Insert all three pieces of wire through a piece of "spaghetti" (insulation available in radio shops).





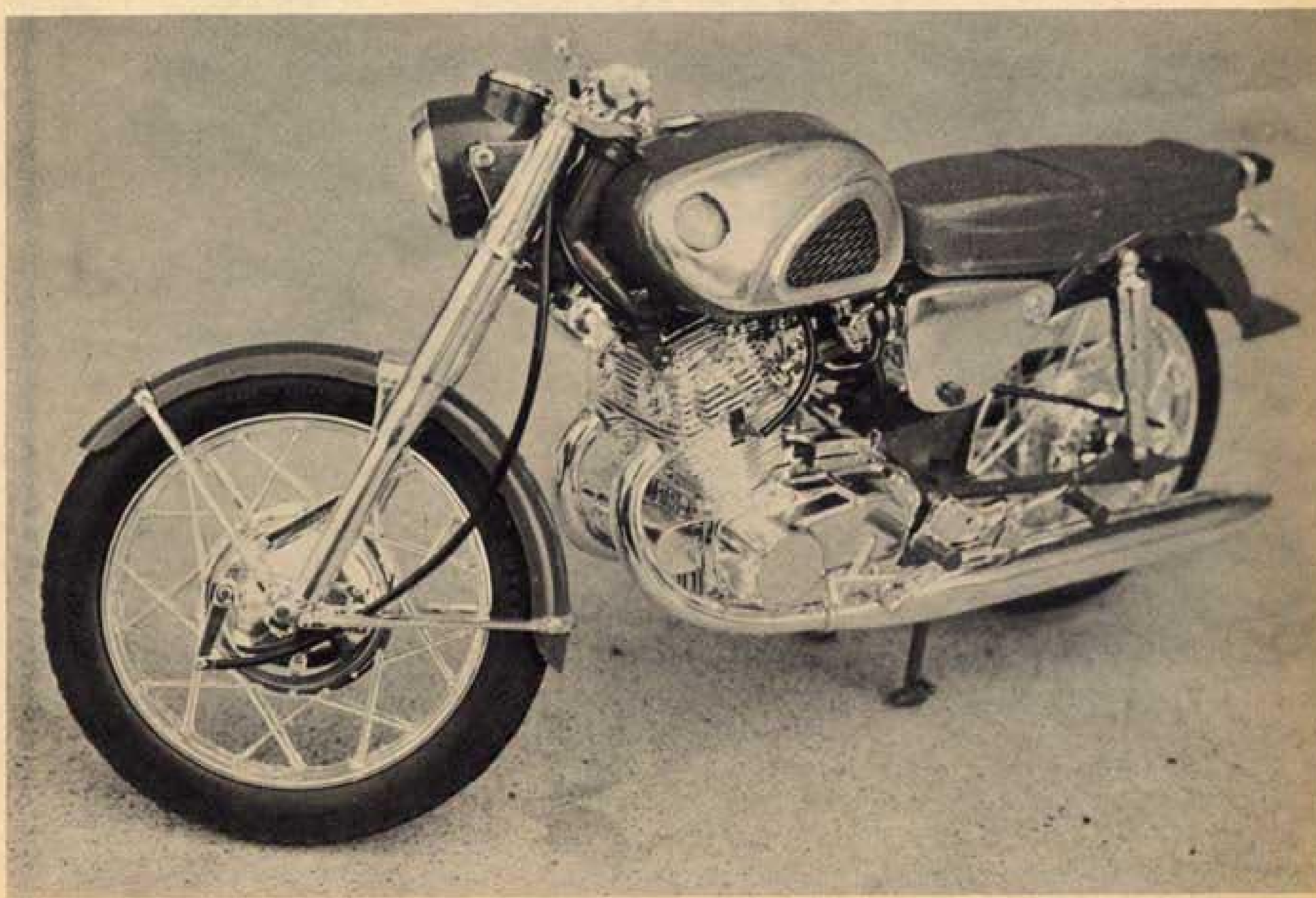


Solder the other end of each wire to the proper jack terminal. Make the housing, using drawing "B." Install the jack and lock in place with a washer and nut. And there it is. To use, simply plug your controller into the adaptor, and connect the alligator clips to the track studs! Simple!

REVELL'S HONDA TWO-WHEELER

What's a non-car type machine doing in mag like this? Well, Little Brothers, this 1/8th scale "Super Hawk" kit is a mean mountain of plastic . . . and, in any case, we like it. For something different, you should at least look it over.





Who could ask for more detailing? Revell really put everything into this gorgeous Honda. That's a lot of machine for $3.00!

PERFORMANCE CHART

Type: Honda "Super Hawk" bike

Engine:

- A. Vertical-twin with sohc
- B. 18.6 cubic inch displacement
- C. 10.0 compression ratio
- D. 28 horsepower @ 9,000 r.p.m.

Dimensions:

- A. Wheelbase .... 51"
- B. Saddle height .... 30"
- C. Ground clearance .... 5.5"
- D. Curb weight .... 351 lbs.

Performance: (average)

- A. Top speed .... 105 m.p.h.
- B. 0-30 m.p.h. .... 2.2 seconds
- C. 0-60 m.p.h. .... 7.4 seconds
- D. 0-100 m.p.h. .... 33.5 seconds
- E. 1/4 mile ... 16.8 seconds @ 83 m.p.h.

MODEL: Revell 1/8 scale Honda "Super Hawk" bike

Price: $3.00

Kit number - H-1233.



The Honda requires patience and careful craftsmanship, but the finished product is worth the effort.

Want to spend a restful, and entertaining evening or two? Then part with three American dollars and pick up Revell's beautiful new 1/8 scale Honda "Super Hawk" model bike. It's easy to build, and the finished model is a real conversation piece.

The Honda bikes are well known to most enthusiasts, whether you like two, or four wheeled vehicles. Honda won the 125 and 250cc motorcycle grand prix championships in 1961, then repeated their performance in 1962, and in addition, added the 350cc championship as well! In winning the 1962 cham-

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SALE 1/32 SCALE SALE



SALE SALE

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Cooper-Ford
Ferrari 275P
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TWO NEW MANUALS FOR HOME BUILDERS

"The Art of Track Building" construction manual includes detailed drawings, easy wiring instructions. **"The Rayline Portfolio of Track Designs"** takes the pain out of designing your track. 12 scale blueprints included. Both for **$4.00.**

FOR THE BUFF ON A BUDGET! While they last — Special brand new small Mabuchi can motors for 1/32 or 1/24 cars. Only (would you believe?) 99 cents!!!

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85 ohm (HO) (plunger type)	2.49

1/24 SCALE

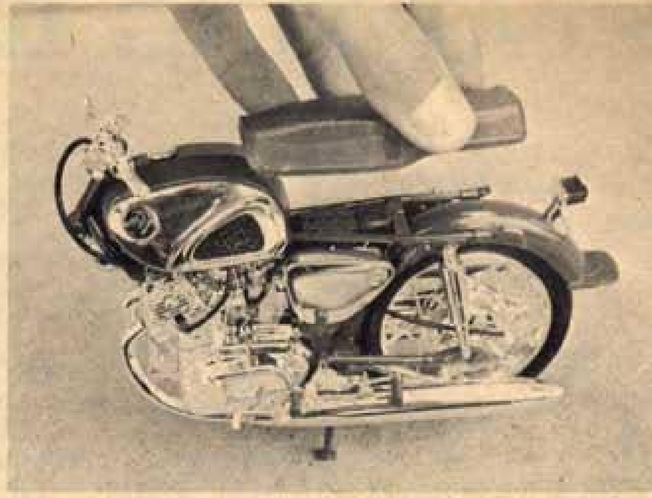
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Various subassemblies finally come together before your eyes, after a few hours of enjoyable building.



Hidden beneath the seat is a detailed battery! A few of these parts were left unglued, so these features can be shown at any time.



Just look at that detailing! Now really, can you tell it from the real thing? And this little beauty is in 1/8 scale!

pionship, *they won every race they entered!* Nearly unbelievable in *any kind* of a racing contest!

Honda Motor Company believes "superior products know no national borders", and the success of the Honda "Super Hawk" seems to prove this true.

Revell has outdone themselves this time. This magnificent kit is complete right down to spark plug wire, and brake, clutch, speedometer, tachometer, and throttle cables!

If you want to try your hand at building something *different*, this is just the "ticket".

STARTING GATE FOR HO

To run a fair race, your cars have to make a clean break off the starting line . . . Here's how it's done.

BY GEORGE SIPOSS

Have you ever been in a race where somebody made a "Texas start" . . . that's when an itchy Thumb roars off between "set . . ." and " . . . go!" Sure makes for some loud protests, and an occasional hot temper. If you've ever had this problem, and even if you haven't, here's a novel, inexpensive, gadget that you ought to add to your HO layout. It's a starting gate, made by the Sexton Company, of New York.

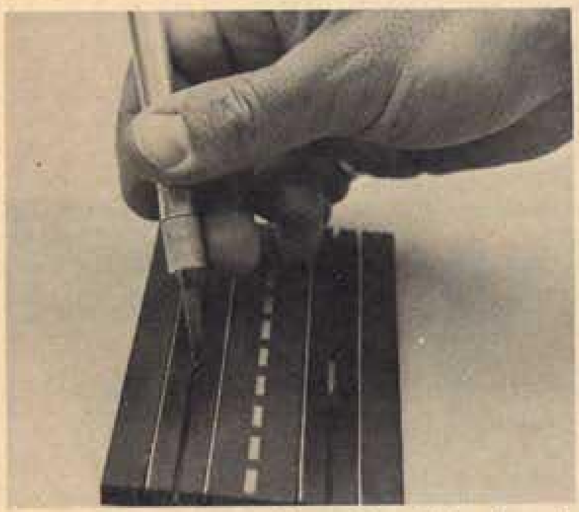
The parts for the gate come in kit form, but go together easily. Here's how it's installed. First, take a straight track section where you would normally start a race. Mark three thin parallel lines across the track; one should be ⅛ inch from the center line, while the other should be ⅝ inch.

Next, using a ⅛ inch round file, make a half round notch in each rib under the track; they should be between the lines that are ⅛ inch apart. They should be in a straight line and just break into the guide slot. Into this hollow will fit a long, round, "L" shaped rod. To finish this part, next file through the guide slots between the two lines that are ⅛ inch apart.

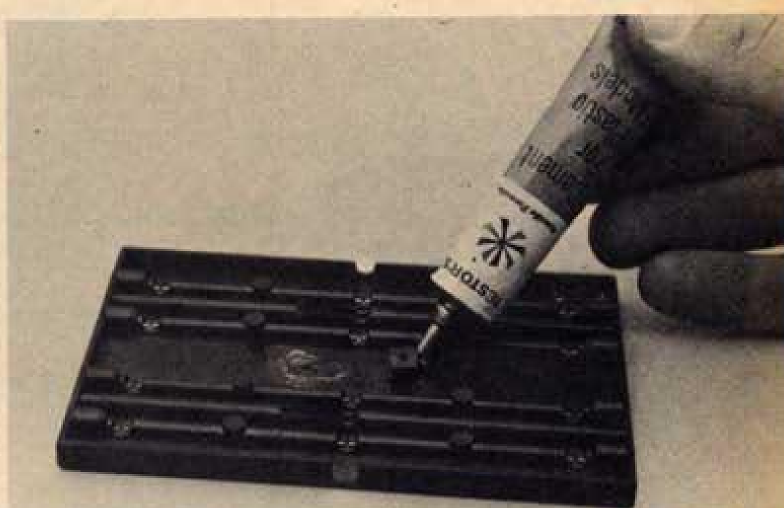
Run a self tapping screw through the mounting block to make sure that you have a good thread. Place the "L" shaped rod in the notches; next place the "T" shaped spring on top of the block so that the cross piece just covers the "L" arm. Cement onto the block and let set in place over night. Mark the location of the slots on the "L" arm and remove it from the notches. File a radius at the end of each "finger" and glue them to the arm so that they will fit into the slots.

Now assemble all the parts and test the operation. Cement a small flag to the upright end of the arm. When you're about to start a race, place your cars against the fingers in the slots. Depress the controller button to make the rear tires rotate. At a given signal, flip the signal flag to a horizontal position. ZAP, off go the cars roaring down the straight.

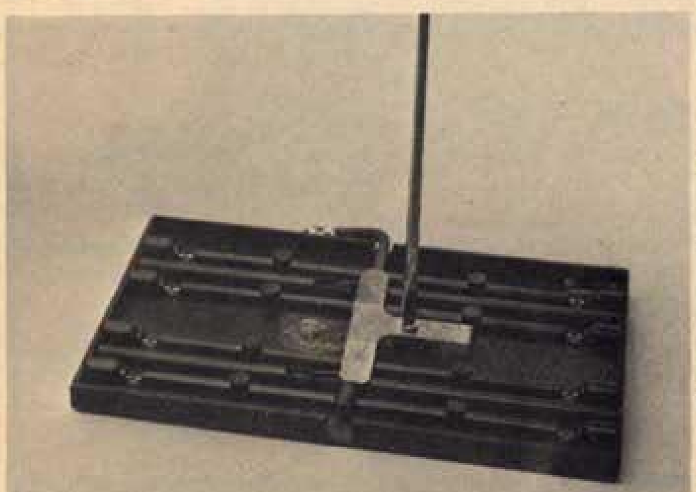
The whole rig is a great gadget. You can find it at most stores, or you can write directly to the E. Sexton Co., P.O. Box 83, Roosevelt, L. I., New York. If you've had it with "Texas starts", this is your way out.



Using a file or X-Acto knife cut through the slot as described in the article.



When the crosswise notch is finished, cement a block of plastic under the track.



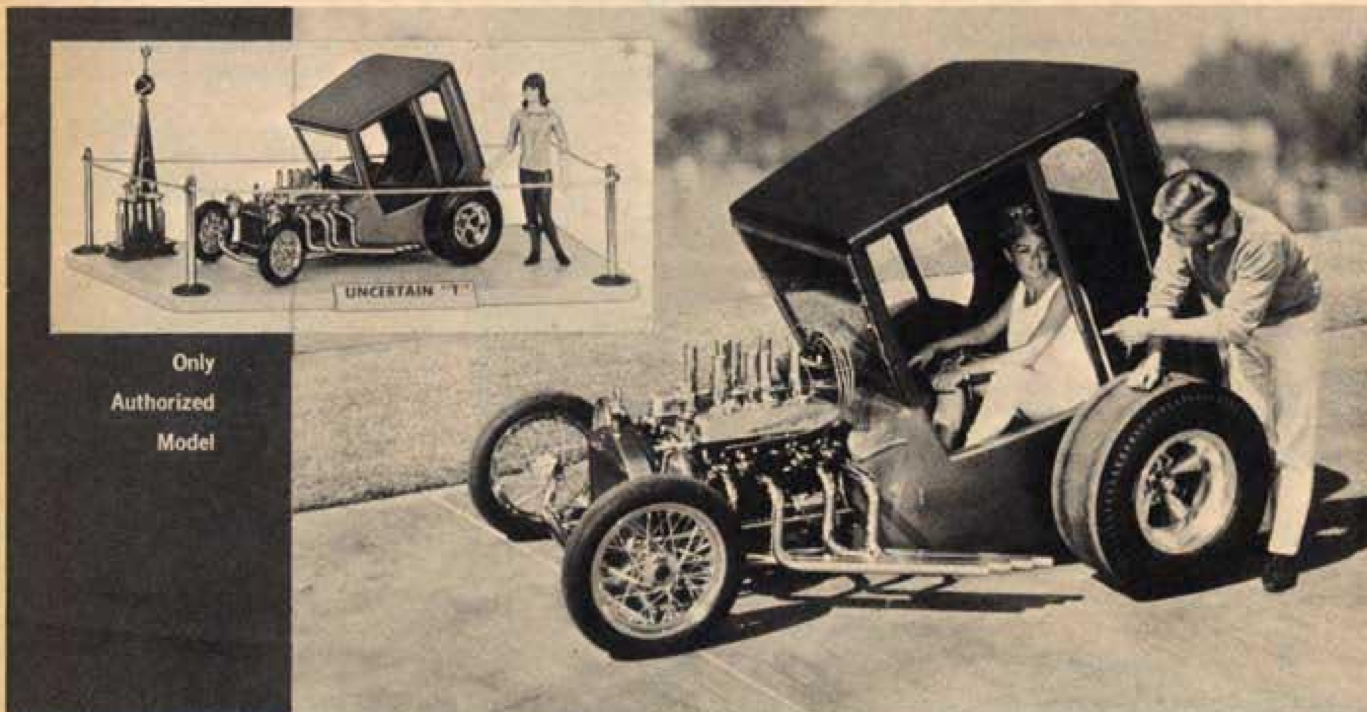
Place the "L" shaped arm in the notch; hold it down with the "T" plate and secure it with a screw as shown.



Having followed the instructions enclosed with the starting gate, you are now ready for some HONEST starts.

Want some fun and a laugh?
Make this new rod and exhibit it in custom car show style!

UNCERTAIN "T"



Steve Scott's Award Winning $15,000 Show Car!

The Wildest Rod ever built, now in a detailed 1/24 model kit!

It's "funny" looking. Also a fascinating model of a spectacular show-go car—one of our best. The Steve Scott $15,000 original from which this new, and the only authorized model was scaled, has won every show entered, including two N.H.R.A. Sweepstakes awards at National Custom Auto Fairs.

Model is completely detailed. Has Buick engine, cycle front wheels and tires. Mag rear wheels and M and H slicks, diamond tufted seats and a model "T" steering wheel. Lots of chrome. Wind-up-key at rear (not shown in picture) doubles as a push bar and bumper.

Kit includes exhibition material as listed.

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Show Off Your Model With This Auto Show Type Display.

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HEAVY Haulers for Ho-Ville

Dress up that pit area with your own personalized "Scuderia" van!

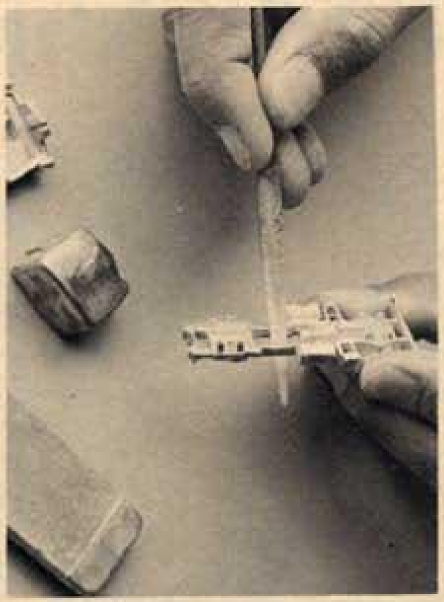
If you are interested in out-of-the-ordinary items that often mean the difference between a "so-so" pit area, and a "gosh-a-roonie" layout, here's something of interest for you!

The C. J. Ulrich Company, makers of that great paint for clear plastic bodies, and an excellent line of slot racing components, also makes a highly detailed line of H.O. model trucks! C. J. has had great success with this line in the area where he first started and is still highly successful, H.O. model railroading.

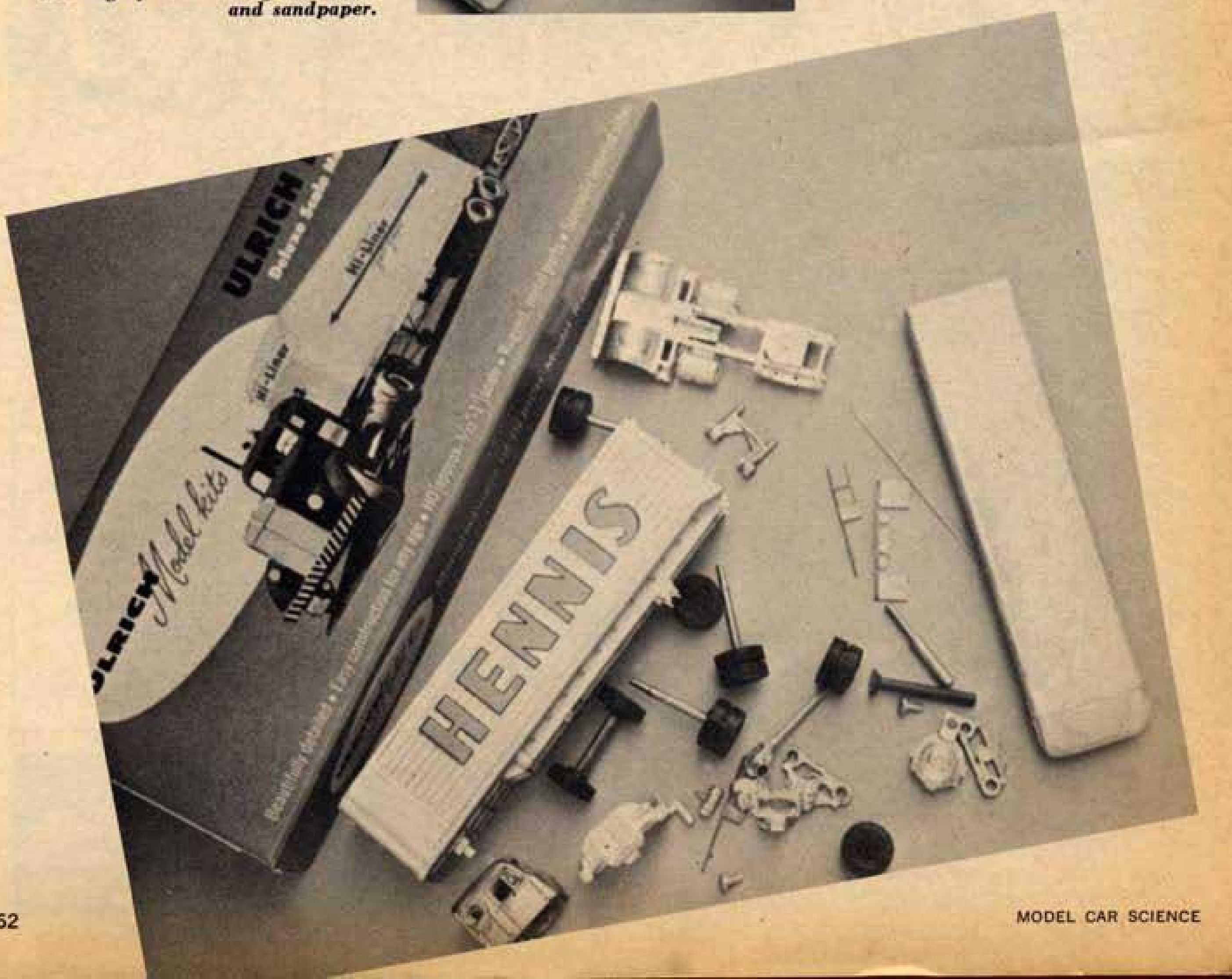
The Ulrich line of cast metal H.O. trucks look great parked next to a railroad car, taking on or delivering a load of refrigerated meat or other items. Believe me, they'll look just as great parked in your H.O. pit area, especially if you take a little time and "customize" one of these beauties to your own personal tastes.

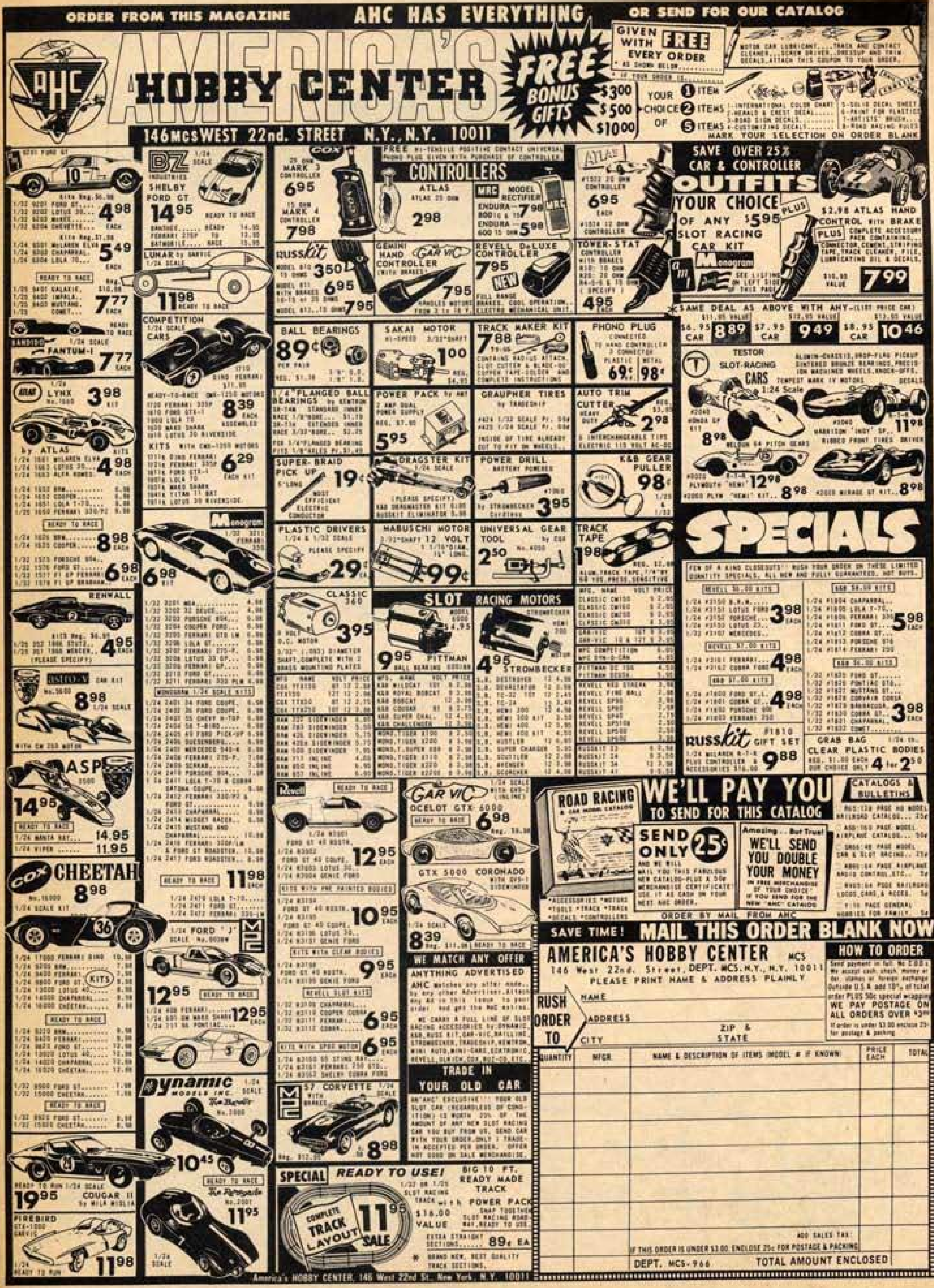
Check this list of available trucks. Kenworth tractor and Fruehauf 32 foot van, available in three styles, a Pacific Intermountain Express, Garrett Freightlines, and as a Denver-Chicago rig. A Kenworth dump truck and transfer trailer is available too. If you like the big husky Mack line, check their Mack C.O.E. tractor and tank trailer. If you decide to stay with the Kenworth line,

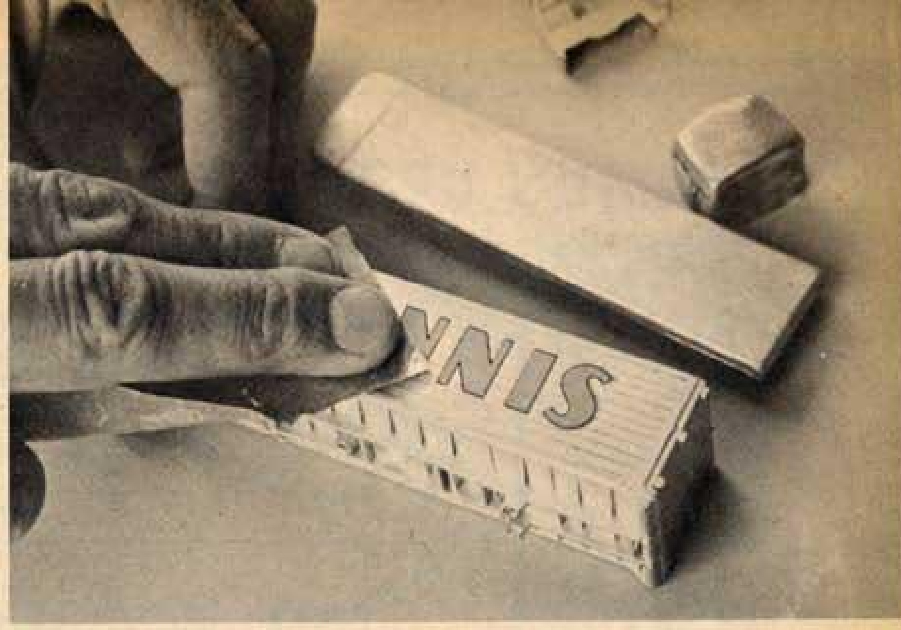
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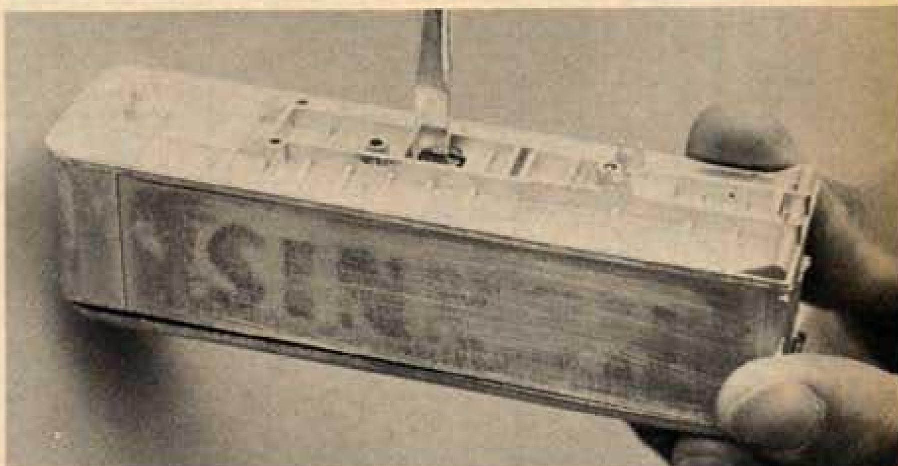
Your kit looks like this when you open it. An easy-to-follow instruction sheet makes assembly a breeze. Start by cleaning up each casting with a file and sandpaper.




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America's HOBBY CENTER, 146 West 22nd St., New York, N.Y. 10011



Sand the name off the side of the van, if you decide to convert it to your own personal "Scuderia" carrier. It seems a shame to destroy that beautiful lettering job!



After the rig is completely assembled (with nothing but a screwdriver!) choose the decals you want from a 1/32 and 1/24 scale decal sheet, and apply.

you can have the same big gasoline carrier with a Kenworth tractor.

How about a stake trailer? Or maybe a flat bed? You can have a Kenworth 3-axle tractor and flat bed, or a Mack two or three axle tractor and flat bed.

A short-haul "Eastern" type van combination with 2-axle cab-over-engine tractor for general service, is on tap too. You can get it in Mid-States, Associated Transport, Hennis, or Kraft truck line styles.

Finally, a big 3-axle tractor with 32 foot van trailer with the Safeway Super Market label is available, with Mack power.

The price of each of these jewels is just $3.45. All parts are cast metal, and construction is easy and enjoyable. No glue is needed, as machine and self-tapping screws are used throughout.

The detail is fantastic! All trucks include exhaust stacks, air cleaner, engine pan, transmission, differential and working spring bogeys, wheels and tires with tread and bolt ring, mud flaps, taillights, spare wheel, license plates, and all van trailers are lettered and painted authentically.

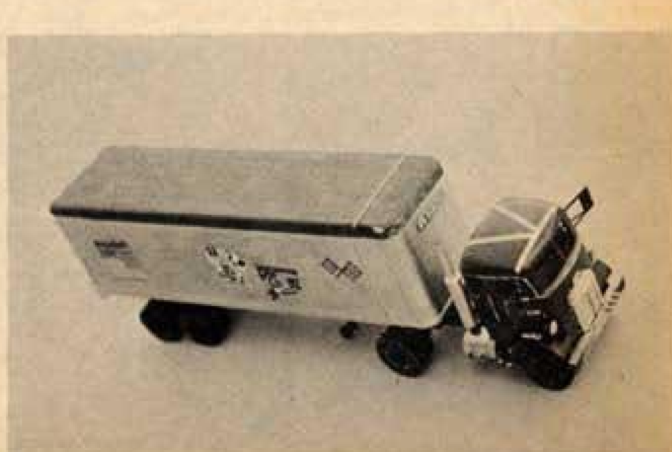
But the real fun comes when you convert one of these magnificent rigs into your own personalized scuderia carrier! It's easy, and the finished model is really sharp.

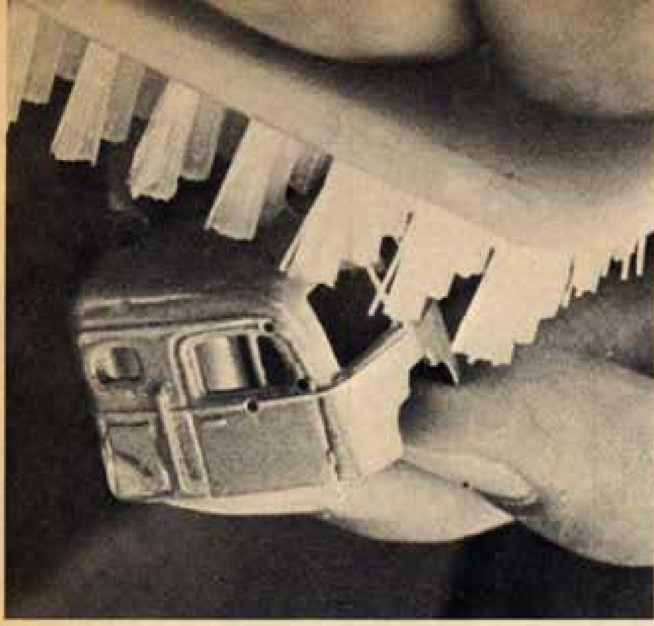
Simply sand the name off the side of the van, then proceed to clean up all "flashing" from each cast piece, using a small file and sandpaper. When you are satisfied with each piece, scrub them vigorously in hot water with a stiff bristled brush. This removes any casting residue and dirt, and prepares the surface for paint.

Incidentally, Ulrich's paint for clear plastic bodies works just fine on metal

Parked, and patiently waiting for the race to finish, so it can carry its precious load to the next event.

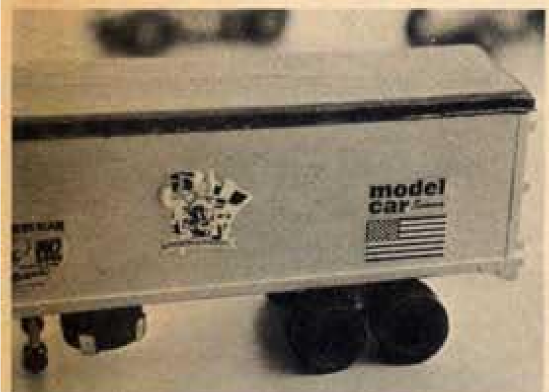


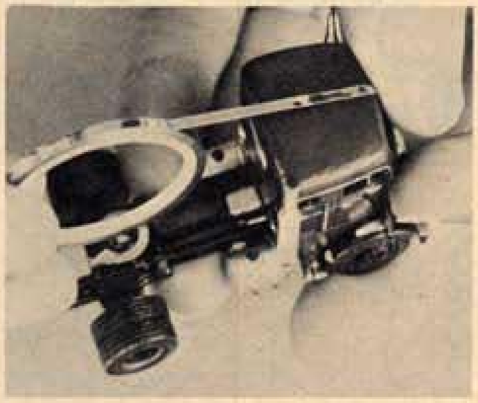




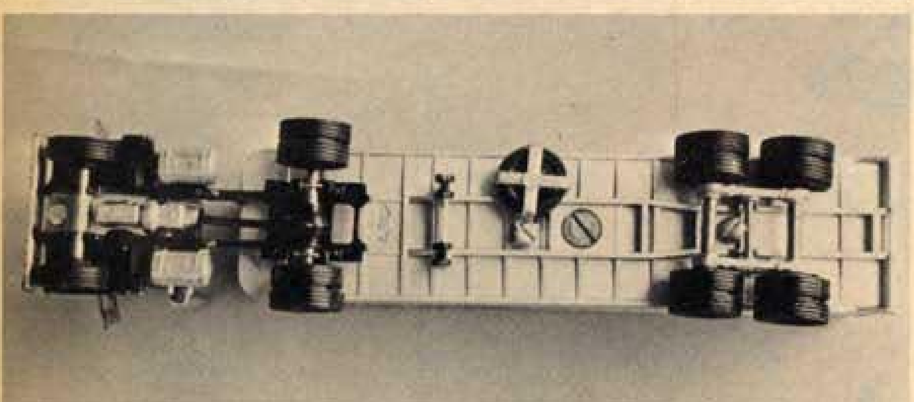


Scrub each piece in hot water, to remove all casting residue and dust. Dry thoroughly, then paint each piece before assembly.





Uh-huh, you guessed it! MCS goes racing! The MCS emblem came from a Russkit 1/24 decal sheet. You can even stripe the cab and van if you like!



Check those undercarriage features! From any angle, it's a great job of detailing. They're available from most well-stocked hobby shops.

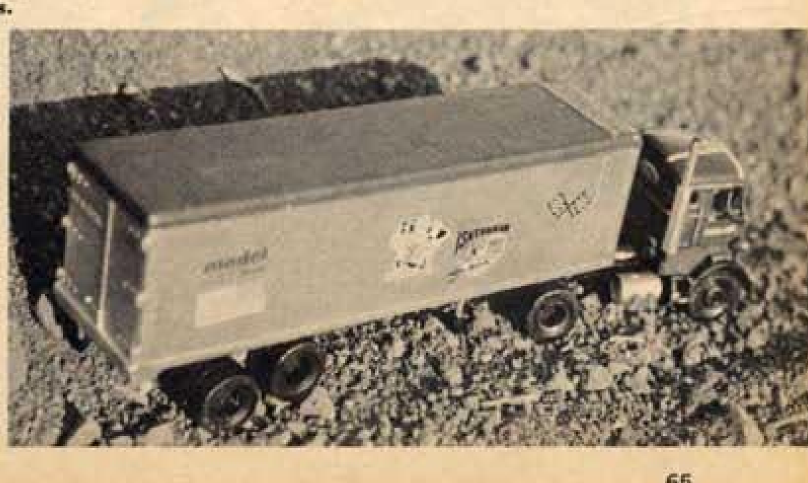
Paint each individual part before assembly.

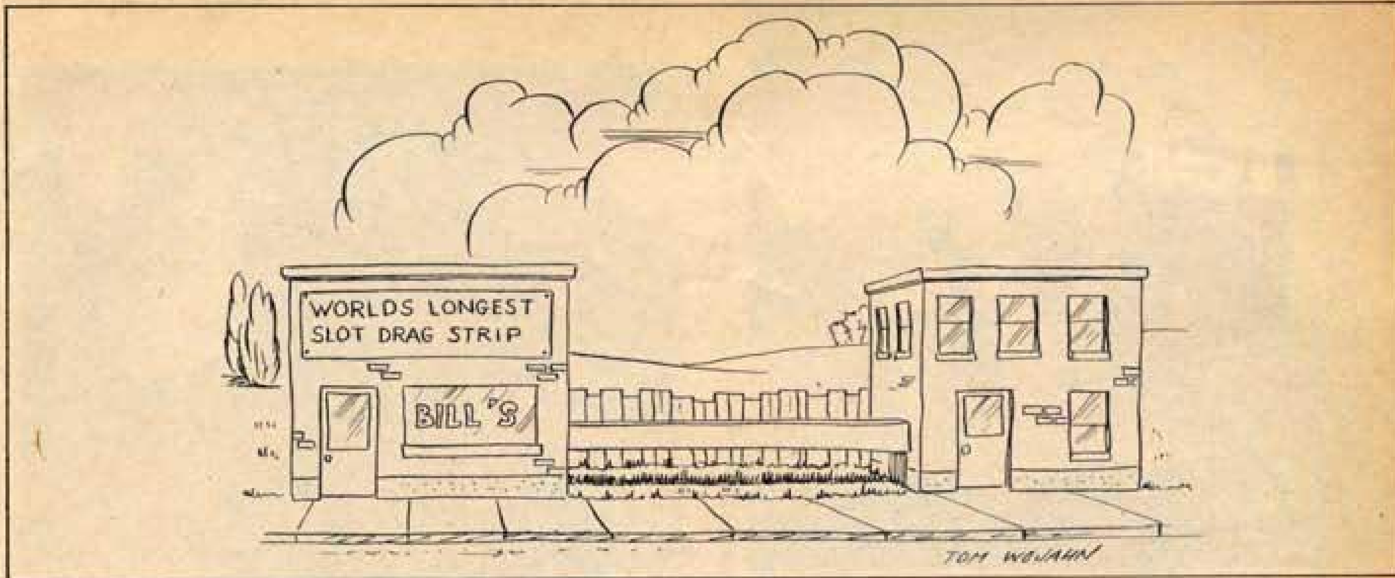
If you have ever seen the Meister Brauser van at any of the real racing circuits around the country, you will know just how sharp a personalized van can be. That is what we are shooting for.

What are your team colors? Let's say red and silver, Paint the cab bright red, and the van silver. Detail each small part with a fine pointed brush. When you are finished, buy a sheet of 1/24 and 1/32 scale decals. The 1/24 jobs look great (and perfectly in scale) when placed on the big broad sides of the van. The 1/32 numbers and emblems look right at home on the smaller tractor.

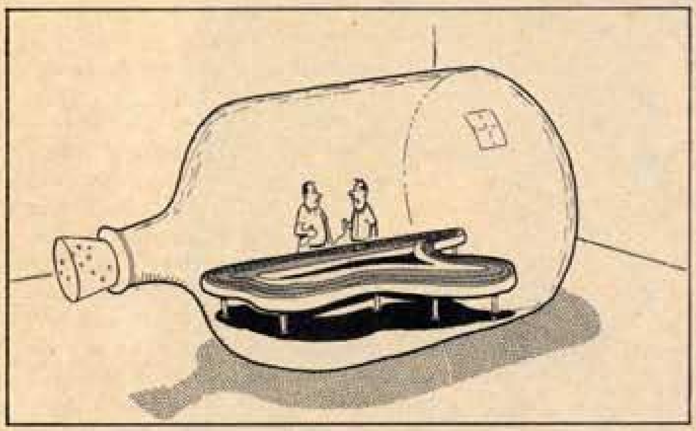
Park the finished van behind your pit. It adds a load of class to any pit area. And let's face it, it just isn't easy to buy a 32 foot van and Mack tractor for $3.45, these days!



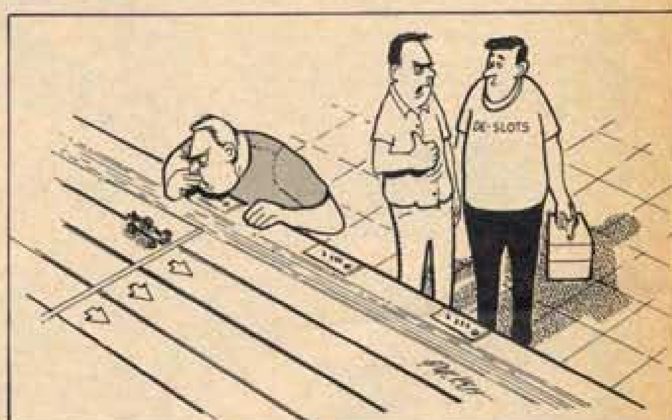




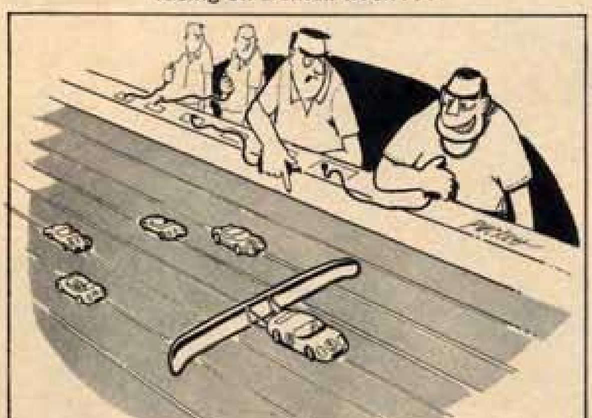
Out Of Control



"There's something kinda confining about racing on a small track . . ."



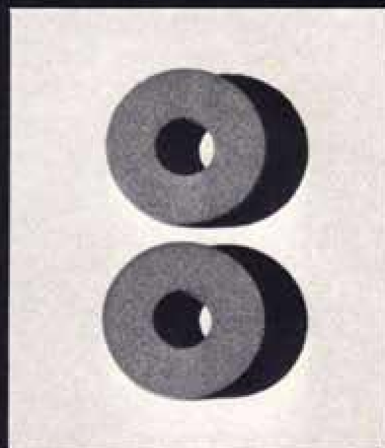
"Listen, fella, at a $1.50 an hour, he's got a right to think he's J. C. Agajanian . . .!"



"Am I correct, sir, in assuming that you're aware your bumper is out of scale?"



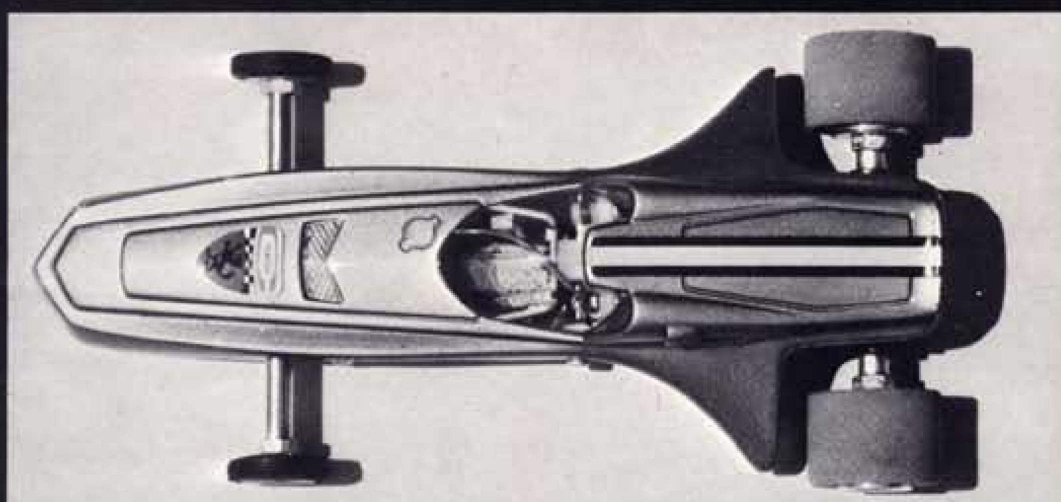
There's no competition!



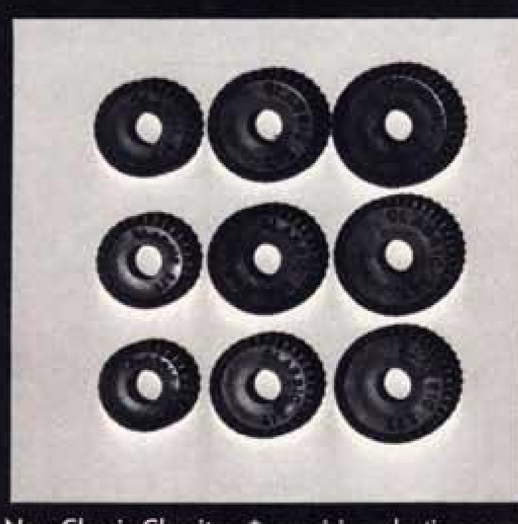
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CM 470, 3 volt motors



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